

Established February, 1845. HONGKONG, TUESDAY, JULY 15, 1884. 五十月七年四十八百八千一英 日三十月五閏年申甲 Vol. XL. No. 6544. For Sale. Auctions. For Sale. AGENTS FOR THE CHINA MAIL. Intimations. LONDON :- F. ALOAR, 11 & 12, Clement's JUST LANDED AND FOR SALE. PUBLIC AUCTION. Lane, Lombard Street, E. C. GEORGE APPEL D'OFFRES. SEASON'S TEA. STREET & Co., 30, Combill. GORDON & Gotoh, Ludyate Circus, E.C. Bates Hendy & Co., 37, Walbrook, E.C. PARCEL OF NEW SEASON'S ITHE Undersigned has received instruc-IN fall savoir à tous ceux qu'il appar-L tions from THE ACTING CAPTAIN SU-FOOGHOW TEA PERINTENDENT OF POLICE to Sell by Public Samuel Dracon & Co., 150 & 154, Que les personnes qui voudraient con-courir pour le reflouement du steamer of the Finest Quality, Specially Selected Auction, on for the Hongkong Horer. Leadenhall Street. PARIS AND EUROPE :- GALLIEN

AUSTRALIA, TASMANIA, AND NEW ZEALAND: -GORDON & GOTOH, Melbourne and Sydney. SAN FRANCISCO and American Ports soummissions, en faveur de l'offre la plus generally :- BEAN & BLACK, San Fran- avantagouse.

& Co., Manila. CHINA: -- Macao, Messrs A. A. DE MELLO flower et mettre en deck le dit steamer, le & Co. Swatow, Quelon & Co. prix payable sculement on cas do succes.

Amoy, Wilson, Nicholis & Co. 2. Le temps demandé pour conduire à Foochow, Henon & Co. Shanghai, fin les opérations. LANE, CRAWFORD & Co., and KELLY & WAISH. Yokshama, LANE, CRAW- profondour moyenne.

Bank.

PORD & Co.

HONGKONG & SHANGHAI BANKING CORPORATION.

COURT OF DIRECTORS. Chairman-A. P. McEwan, Esq. Deputy Chairman-Hon. F. D. SASSOON. C. D. BOTTOMLEY, M. GROTE, Esq.

H. Horrius, Esq. H. L. DALBYMPLE, Hon. W. KERWICK. A. McIVER. Esq. W. H. FORBES, Esq. M. E. SASSOON, Esq. CHIEF MANAGEL

Hongkong THOMAS JACKSON, Esq. MANAGER. Shanghai,..... EWEN CAMERON, Esq. LONDON BANKERS, -London and County

HONGKONG.

INTEREST ALLOWED.

N Current Deposit Account at the rate of 2 per cent. per annum on the daily For Fixed Deposits:-For 3 months. 3 per cent. per sunum. 1 6 1 4 per cent. "

5 per cent. H.

LOCAL BILLS DISCOUNTED. Credits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

Chief Manager. Hongkong, July 14, 1884.

T. JACKSON.

Notices of Firms.

NOTICE

WE Have from This Date ESTABLISHED our Business as MERCHANTS and COMMISSION AGENTS, and have authorized Mr. TO SEO YOU 社少游 and Mr. WEE KO PEE 黄高丕 to Manage our Business and Sign our Firm.

SWEE HIN LEONG. 48. Bonham Strand, West. Hongkong, July 8, 1884.

NOTICE.

WE Have this day Admitted as a PARTNER in our Firm Mr. WILLIAM SNELL ORR. Our PARTNERS now are Mr. THOMAS DEAS BOYD, Mr. EDWARD NEILSON ROSE, Mr. THOMAS COVIL and Mr. WILLIAM SNELL ORR.

BOYD & Co. Amoy, 1st July, 1884.

Intimations.

CHINA TRADERS' INSURANCE COM-PANY, LIMITED. NOTICE TO SHAREHOLDERS.

TTHE Eightoenth Ordinary MEETING of SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on THURSDAY, the 31st Instant, at 4 o'Clock p.m., for the purpose of presenting the Report of the Directors, and Statement of Accounts to 30th April last, and of declaring Dividends.
The Transfer BOOKS of the Company will be CLOSED from the 18th to the 31st Instant, both days inclusive. By Order,

W. H. RAY, Hongkong, July 9, 1884.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY. LIMITED.

NOTICE TO SHAREHOLDERS.

THE Thirty-Sixth Ordinary Half-Year! MEETING of SHAREHOLDERS the Company will be held at the Office of the Company, No. 52, Queen's Road, on FRIDAY, the 1st August, at Three o'Clock in the Afternoon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The Transfer BOOKS of the Company will be CLOSED from the 19th Instant to the 1st August, inclusive.

By Order of the Board of Directors, T. ARNOLD.

Acting Secretary. Hongkong, July 12, 1884. 1153 NOTICE OF REMOVAL.

ON and after the First June next, the STORE of the Undersigned will be REMOVED to the Premises lately in the occupation of Messrs. Eqa Da Silva & Co. No. 48, Queen's Road.

H. FOURNIER & Co., Storekeepers & Wine Merchants. Hongkong, May 1, 1884.

Stolzenfels 1518 Tonneaux de jauge, coulé Purnce, 36, Rue Lafayette, Paris. bas dans le port de Saigon, devront déposer NEW YORK:—Andrew Wind, 21, Park leur sommission au Greffe du Tribunal de

1º Instance de Saigon d'ici au 21 Août 1884 à 5 houres du soir dernier délai. Le 22 Août 1884 à 7 houres de matin le President prononcera, aprés ouverture des

Chaque soummission cachetée, cerite on SINGAPORE, STRAITS, &c. :- SAYLE & français avec signature légalisée par le Con-Co., Square, Singapore. C. HEINSZEN sul de france de la localité, doit indiquer : 1. Le prix demandé pour relèver, ren-

> Le vapeur est coulé par 12 mètres de Pour plus amples renseignements a'adreser a Suigon à

M. M. F. ENGLER & Co., Consignataires .S. S. Stolzenfels.

NOTICE.

DULES OF THE HONGKONG SAVINGS' BANK.

.-The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours or week-days, 10 to 3 : Saturdays, 10

-The Assets of the Hongkong and Shanghai Banking Corporation will form a direct security for the repayment of sums deposited in the above

-Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$1,500 in any one year. .—Deposits may be on behalf of relations. of trusts, &c., in addition to the deposi-

tor's own account. -Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented with ten clean stamps the depositor will be credited one dollar.

6. - Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per aunum interest. .- Deposits may be forwarded from the

Ports by means of clean Hongkong Postage Stamps of any values. -Interest at the rate of 31 per cent. per annum will be allowed to depositors on their daily balances.

-Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Passwritten up at least twice a year, about the beginning of January and beginning of July.

10.—Covers containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally, cor-respondence as to the business of the Bank will, if marked On Hongkong Savings' Bank Business, be forwarded free of Postage or Registration Fees by the various British Post Offices in Hongkong and China.

1. -Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary. 12 -All documents connected with the

business of the Savings' Bank are exempt from stamp duty. For the HONGKONG & SHANGHAI BANKING

CORPORATION, T. JACKSON, Chief Manager. Hongkong, April 25, 1884.

WITH Reference to the above, BUSI-NESS will be Commenced on the

NESS will be Commenced on the 1st MAY, 1884. For the HONGRONG & SHANGHAI BANKIN CORPORATION, T. JACKSON,

Chief Manager.

Hongkong, April 25, 1884. HOTEL DE L'UNIVERS. WYNDHAM STREET, HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports that he will RE-OPEN THE HOTEL DE L'UNIVERS

on the 1st March. The whole of the ROOMS have been NEWLY FURNISHED throughout, and there are ROOMS suitable for either MARRIED Couples or SINGLE PERSONS. The TABLE will be supplied with the BEST the market can provide.

The WINES and LIQUORS supplied, both at the Bar and Table will be of the 12.40 p.m., on WEDNESDAY, the 23rd VERY BEST BRANDS.

> GEORGE STAINFIELD, of Association, there be added the following Proprietor.

Hongkong, February 28, 1884. D. K. GRIFFITH

HAS OPENED HIS NEW PHOTOGRAPHIC STUDIO No. 1, Duddell Street. In rear of the Chartered Bank of India, Australia and China.

THE NEW RAPID DRY PLATES, he is now working, are Twenty Timesquicker than the Old process and make Protraiture of Children easy and certain to secure. The Studio is open daily, and Portraits are taken in any weather at Moderate Her Majesty's Ships; The P. & O. S. N. Co.;

Charges, while every care is taken to procure permanency of the prints. NEW VIEWS OF HONGKONG AND THE COAST PORTS MLWAYS BEAUY.

ANE. CRAWFORD & Co. have Received their Supply of their well-known PRESENT TEA

in 5 and 10 Catty Boxes.

They are now forwarding the first parcel to England, and will be obliged by Orders from those who desire to have

Boxes sent to their friends.

PRICE: \$ 7.50 per 5-catty Box) delivered free to any address \$12.00 ,, 10-catty ,, in the United Kingdom.

NOTICE.

CAYLE & Co. beg to inform their Customers and the Public in general that in consequence of the Death of the Sexion PARTNER, the BUSINESS carried on in Hongkong will

On or before the 31st day of August Next,

AND THE WHOLE OF THE

STOCK is now offered at a REDUCTION of 25 per Cent.

on the Marked Prices.

Special terms will be made for parcels of Goons over \$100 in alue purchased at one time.

All Sales from this date will be for Cash only. Customers are requested to make immediate Payment of Amounts due by them to the late Firm.

SAYLE & Co., VICTORIA EXCHANGE, HONGKONG.

Hongkong, June 9, 1884.

Hongkong, June 30, 1884.

OVERSTRUNG TRICHORD COTTAGE

PIANOS.

NEUMEYER & Co., WEIDENSLAUFER & ROSENKRANZ. Specially manufactured for this climate. Books but should send them to be OMPLETE IRON FRAME AND TUNING PLATE,

Unrivalled for Brilliancy and Sweetness of Tone. FINEST TOUCH.

Price for Cash, ... \$250 only. On Hire, per month, \$ 20.

Special attention is called to the fact that after having hired a Piano for 14 months, it will become without further payment the property of the hirer. INSPECTION SOLICITED.

Apply to

Prof. A. VITA. 4, Old Builey Street.

Intimations.

Hongkong, July 14, 1834.

THE CHINA SUGAR REFINING COM-PANY, LIMITED.

MOTICE is hereby given that an Extraordinary MEETING of the CHINA SUGAR REFINING COMPANY, LI MITED, will be held at the Company's Orrice, Hongkong, on WEDNESDAY, the 23rd Instant, at 12.30 p.m., to Confirm the following Special Resolution passed at the Extraordinary Meeting of Shareholders held

on the 8th Instant. That at the end of No. 121 of the Articles of Association, there be added the following Words, that is to say :-

Provided always that the General Agents and Consulting Committee may in their absolute discretion at any time or times and from time to time declare and pay to the Shareholders an interim Dividend of such amount as 1007 they shall think fit.' JARDINE, MATHESON & Co.,

General Agents. Hongkong, July 8, 1884.

LUZON SUGAR REFINING COM-PANY, LIMITED. OTICE is hereby given that an Extra-

ordinary MEETING of the SHARE-HOLDERS will be held at the Company's OFFICE, No. 7, Queen's Road Central, at Instant, to Confirm the following Special GENTLEMEN desirous of taking Meals, Resolution passed at the Extraordinary such as TIFFINS and DINNERS, can Meeting of Shareholders held on the 8th have ALL REQUISITE information by Instant.

> Words :-' Provided always that the General Agents and Consulting Committee may in their absolute discretion at any time or times and from time to time declare and pay to the Shareholders an

interim Dividend of such amount as they shall think fit." JARDINE, MATHESON & Co., General Agents.

Hongkong, July 8, 1884. TOORT, SIM & Co.'s PATENT ANTI-FOULING COMPOSITION

as supplied to The Douglas Steamship Company; The Japanese Government. Sole Agent, China, Jopan, and Manila, EDWARD GEORGE.

Intimations.

NOTICE.

TOTICE is hereby given, that by the Provisions made under Two Bills of SALE dated respectively the 3rd day of March, 1883, made respectively between ABBAHAM ELEAZER ABRAHAM of the one part, and ALEXANDRE AMADOR ECA DA SILVA of the other part, and the said ABRAHAM ELBAZER ABRAHAM and SOLOMON MEYERS of the other part, we, the Undersigned have This Day entered and taken possession of the Premises known as the Novelty Store,' in Marine House, No. 17, Queen's Road, Hongkong, and will transact all Business from henceforth on our own account and in our Names. Dated the 14th day of June, 1884, A. A. ECA DA SILVA.

S. MEYERS, Per pro. N. S. MEYERS.

WILLIAM DOLAN, SAIL-MAKER & SHIP-CHANDLER, 22, PRAYA CENTRAL

MOTTON DUCKS, HEMP CANVAS, U MANILA ROPE, AMERICAN OAKUM, LIFE BUOYS, CORK JACKETS, &c., &c., &c.

Hongkong, May 1, 1882 NOTICE

DERSONS desirous of Exchanging Soiled ONE DOLLAR NOTES for CLEAN Ones may do so at the Hongkong & Shang-That at the end of No. 117 of the Articles HAL BANKING CORPORATION from this date. For the

HONGKONG & SHANGHAI BANKING CORPORATION. T. JACKSON. Chief Manager.

Hougkong, May 30, 1884. HOP SHING & Co.,

ENGINEERS, BOILER MAKERS, COPPER SMITHS, BRASS & IRON FOUNDERS, &c., WEST POINT TRON WORKS.

TTAVING This Day commenced Bust-NESS, are ready to undertake Work of the above Descriptions under the Supervision of an Experienced European. Orders executed with the utmost despatch and at moderate terms,

Prices:-Boxes of 5 Catties ... 8 3.50 each.8 6.00 19 \$12.00 m

An Assortment of BEER from AMERICA. The Colobrated

MILWAUKEE

ST. LOUIS ANHEUSER. \$1.90 ... per dozon Pints. \$3.00...

CHAMPAGNE. Prices:-\$11.00 ... per dozen Pints.

JULES MUMM EXTRA DRY

Orders promptly attended to. H. ST. CLAIR GREELEY, HONGKONG HOTEL

Hongkong, July 7, 1884.

PUBLICATIONS BY J. DYER BALL. CANTONESE MADE EASY "-A Book of SIMPLE SENTENCES in the CANTONESE COLLOQUIAL with Free and Literal Translations; and Directions for Rendering English Grammatical Forms into Chinese and vice versa. - Price, \$2. Inter-

leaved Copies, \$2.50. "We most cordially recommend it."-China Review. "Will be found to supply a want long felt by atudents of Cantonese." -Daily Press. "Mr. BALL's Notes on Classifiers and Grammar will be found very valuable. 1 - China Mail.

"EASY SENTENCES IN THE HAKKA DIALECT WITH A VOCABULARY."-Price, S1.

"The Sentences given appear to be well arranged."—China Mail. "Contains a wide range of subjects."—Chinese Recorder, "An extensive Vocabulary."-Daily

FOR SALE at Messra Kelly & Walsh's, W. BREWER'S, and LANE, CRAWFORD & Co.'s, Hongkong; and at Messrs. TRübnen & Co.'s, London. Hongkong, January 23, 1884.

FOR SALE Fine AUSTRALIAN COW in ful Milk, with a BULL CALF 10 months | 5 p.m. old .- Price for the Pair \$200 (dollars).

No. 5, PEDDER'S HILL Hongkong, June 21, 1884.

FOR SALE, FREIGHT OR CHARTER THE BRITISH STEAMER MARY AUSTIN, 140 Tons Register.

ALEXANDER LEVY. Hongkong, July 12, 1884.

To Let.

TO LET. THE PREMISES in MARINE HOUSE Queen's Road, now occupied by the NOVELTY STORE.

Apply to HONGKONG DISPENSARY. Hongkong, July 14, 1884.

TO LET. THE PREMISES now occupied by us. No. 11, QUEEN'S ROAD CENTRAL.

For further Particulars apply to Messra. RUBBELL & Co. GEO. R. STEVENS & Co. Hongkong, August 1, 1883.

STORAGE. THE Undersigned are prepared, from this date, to take GOODS on STORAGE in their Office Godowns, -Praya Central. RUSSELL & Co.

TO BE LET. MO. 6, UPPER MOSQUE TERRACE. Possession from 1st May. Apply to

Hongkong, July 8, 1884.

DOUGLAS LAPRAIK & Co. Hongkong, April 5, 1884. TO LET, FURNISHED.

TTO LET, FURNISHED, No. 10, SEY-MOUR TERRACE. Apply to MANAGER.

China Mail OFFICE. Hongkong, April 15, 1884 TO LET.

ATO, 25E, PRAYA CENTRAL. Nos. 4, 7 and 8, SEYMOUR TERRACE. No. 7. GARDEN ROAD (known as 'HAR-PERVILLE'). No. 44, GRAHAM STREET. Apply to

Hongkong, July 2, 1884. YODOWNS-TO LET. PRAYA EAST AND WANCHAI ROAD. For Particulars, apply to

DAVID SASSOON, SONS & Co.

Hongkong, April 26, 1882. TO BE LET. FURNISHED HOUSE in one of the

SIEMSSEN & Co.

For Particulars, address 1.J. D. B.? clo. China Mail OFFICE.

TEBRACES.

MONDAY. the 21st July, 1884, at 12 o'Clock, Noon, at the Central Police Station,-SUNDRY CONDEMNED STORES :-A QUANTITY of BALL & BLANK AMMUNITION.

272 B. L. SNIDER CARRINES. 467 SWORD BAYONETS. Sc. . dc. TERMS OF SALE .- As customary. J. M. ARMSTRONG,

Auctioncer. Hongkong, July 14, 1884,

Shipping.

Steamers. DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR AMOY AND TAIWANFOO. The Co.'s Steamship Captain Pocock, will be despatched for the above Ports on WEDNESDAY, the 16th Inst, at Daylight, instead of as previously advertised. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.,

General Managers.

Hongkong, July 14, 1884. DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW The Co.'s Steamship Captain Young, will be despatched for the above Ports on WEDNESDAY, the 16th Instant

DOUGLAS LAPRAIK & Co., General Managers. Hongkong, July 12, 1884.

THE CHINA & MANILA STEAMSHIP

For Freight or Passage, apply to

COMPANY, LIMITED. FOR MANILA VIA AMOY. The Co.'s Steamship Zefire,
Captain Talker, will be despatched for the above

For Freight or Passage, apply to RUSSELL & Co., General Managers. Hongkong, July 14, 1884.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SHANGHAI VIA SWATOW. (Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEW-

CHWANG, HANKOW and Ports on the YANGTSZE.) The Co.'s Steamship Captain Hoos, will be despatched as above on THURSDAY, the 17th Instant, at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

Hongkoug, July 12, 1884. FOR SWATOW AND BANGKOK. THE SCOTTISH ORIENTAL STEAM-

General Managers.

SHIP COMPANY, LIMITED. The Company's Steamer Phra Chula Chom Klao, Capt. H. Lightwood, will be despatched for the above Ports on FRIDAY, the 18th Inst.,

For Freight or Passage, apply to YUEN FAT HONG. A gents. Hongkong, July 14, 1884. OCEAN STEAMSHIP COMPANY.

The Co.'s Steamship Descalion. Captain Punny, will be despatched as above on or about the 18th July. For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

FOR LONDON VIA SUEZ CANAL

Hongkong, July 11, 1884. CHINA NAVIGATION COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. 656- (Calling at PORT DARWIN & QUEENS-

LAND PORTS, and taking through Cargo

to NEW ZEALAND; through Passage

Tickets granted to PORT MORESBY. NEW GUINEA.) The Steamship Capt. J. Creco, will be despatched as above on FRIDAY, 18th July. This Vessel has unusually good Cabin

Accommodation, situated amidships, upon the upper deck. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

FOR SAIGON.

Houghong, July 3, 1884.

Tho Steamship Vortigera. Port on SATURDAY, the 19th Instant. For Freight or Passage, apply to LEE WING & Co.; No. 12, Queen Street. PRICE, \$2 PER MONTH.

Shipping.

Steamers.

FOR SINGAPORE, PENANG AND . CALCUTTA. The Steamship Arratoon Apear, Capt. A. B. MacTavish, will be despatched for the

above Ports on SATURDAY, the 19th Instant, at 3 p.m. For Freight or Passage, apply to

DAVID SASSOON, SONS & Co., Hongkong, July 8, 1884.

STEAM TO BOMBAY VIA STRATTS. The P. & O. S. N. Co.'s Steamship will leave for the above

place on SATURDAY, 19th Inst., at 3 p.m. A. McIVER, Superintendent. P. & O. S. N. Co.'s Office. Hongkong, July 10, 1884.

FOR SYDNEY, MELBOURNE AND ADELAIDE, VIA FOOCHOW. (Culling at PORT DARWIN & QUEENS-LAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALE-DONIA, TASMANIA and FIJL) The Eastern and Australian Steamship Co.'s

Gutterie. Capt. R. Chaid, due liere about 20th Inst. 1160 will have prompt despatch as above. For Freight or Passage, apply to GIBB. LIVINGSTON & Co.,

FOR LONDON VIA SUEZ CANAL. The Steamship Capt. Sommers, will load here as above, and will have quick despatch.

Hongkong, July 10, 1884.

For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, July 12, 1884. AUSTRO-HUNGARIAN LLOYD'S

STEAM NAVIGATION COMPANY. . STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.

(Taking Cargo at through rates to CAL

Port on WEDNESDAY, the 16th Inst., at CUTTA, PERSIAN GULF PORTS ODESSA, and the MEDITERRANEAN PORTS. The Cu.'s Steamship Pandora. Captain G. STURLI, will be despatched as above on or about the 28th Instant, at Noon.

For further Particulars, apply to

MELCHERS & Co., Ayents. Hongkong, July 14, 1884. FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN & QUEENS. LAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALE.

The Eastern and Australian Steamship Co.'s
Steamer
Tannadice, Captain S. G. GREEN, will be despatched as above on or about TUESDAY, the 5th

For Freight or Passage, apply to

DONIA, TASMANIA and FIJI.)

GIBB, LIVINGSTON & Co., Hongkong, July 10, 1884.

Sailing Vessels. FOR VICTORIA, BRITISH COLUMBIA. The 3/3 L.1.1. American Bark SAWYER, Master, will load here for the above Port, and will havo quick desputch.

RUSSELL & Co. Hongkong, July 9, 1884. FOR SAN FRANCISCO. The 3/3 L.1.1. British Ship Honaupar, LANE, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

For Freight, apply to

have quick despatch.

RUSSELL & Co. Hongkong, July 1, 1884, FOR NEW YORK. The 3/3 L.1.1. American Ship El Capitan, Sewell, Master, will load here for the above Port, and will

For Freight, apply to RUSSELL & Co. Hongkong, July 9, 1884.

INDO-OHINA STEAM NAVIGATION COMPANY, LIMITED.

Notices to Consignees.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Atholl having arrived from the above Ports. Communees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Undersigned, whence and/or Captain Brown, will be from the Wharves or Boats delivery may be obtained. Cargo remaining undelivered after the 17th Instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co. Hongkong, July 10, 1884. 1137

Hongkong, May 24, 1884. 24th September, 1883. Hongkong, March 26, 1884 Hongkong, January 31, 1884. Hongkong, July 14, 1884.

For Sale.

MacEWEN, FRICKEL & Co. No. 53, Queen's Road East, (OPPOSITE THE COMMISSARIAT), ARE NOW LANDING FROM AMERICA.

▲ ALIFORNIA RACKER OMPANY'S BISCUITS in 5 fb tins, and loose. Soda BISCUITS. Assorted BISCUITS.

Small HOMINY. Cracked WHEAT. OATMEAL. CORNMEAL.

TOPOCAN BUTTER. Eastern and Californian OHEESE. CODFISH, Boneless. Prime HAMS and BACON. Eagle Brand Condensed MILK. Family BEEF in 25 th kegs. Beau Ideal SALMON in 5 th cans. Cutting's Descert FRUITS in 21 th cans. Assorted Canned VEGETABLES.

Potted SAUSAGE and Sausage MEAT. Stuffed PEPPERS. Assorted SOUPS. Richardson & Robbin's Celebrated Potted MEATS.

Lunch HAM. Lambs' TONGUES. Clam CHOWDER. Fresh OREGON SALMON. Dried APPLES. TOMATOES. BUCCOTASH. Maple SYRUP. Golden SYRUP. LOBSTERS. OYSTERS.

HONEY.

FAIRBANKS' SCALES.

400 fb. Capacity. 900 lb. 1,200 lb.

AGATE IRON WARE. INSERTION RUBBER. TUCK'S PATENT PACKING.

HITCHCOCK HOUSE LAMPS. PERFECTION STUDENT LAMPS. LAWN BOWLS.

PNEUMATIC RIFLES. REVOLVERS. DERINGERS!

PAINTS and OllS. TALLOW and TAR.

VARNISHES. Ex late Arrivals from

ENGLAND. A LARGE ASSORTMENT OF

8 T O R E S. including: ALMONDS and RAISINS.

FRENCH PLUMS. TEYSSONEAU'S DESSERT FRUITS. JORDON ALMONDS. Fine YORK HAMS.

> PIGNIC TONGUES. BREAKFAST TONGUES. PATE DE FOIE GRAS.

Digby CHICKS. Yarmouth BLOATERS. Kippered HERRINGS. Horrings a hi SARDINES.

Inish BACON in tins. COCOATINA. VAN HOUTEN'S COCOA. EFF's COCOA.

SPARTAN COOKING STOVES.

CLARETS-

CHATEAU MARGAUX. CHATEAU LA TOUR, pints & quarts. 1RES. GRAVES. BREAKFAST CLARET, "

SHERRIES & PORT-SACCONE'S MANZANILLA & AMON-TILLADO. SACCONE'S OLD INVALID PORT HONT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.-1 and 3-star HENNESSY'S BRANDY. COURVOISIER'S BRANDY. FINEST OLD BOURBON WHISKY. KINAHAN'S LL WHISKY. ROYAL GLENDEE WHISKY. BOORD'S OLD TOM. E. & J. BURKE'S IRISH WHISKY: Rose's LIME JUICE CORDIAL. NOILLY PRAT & Co.'s VERMOUTH JAMESON'S WHISKY. MARSALA. EASTERN CIDER. CHARTREUSE. MARASCHINO. CURACAO. ANGOSTURA, BOKER'S AND URANGE BITTERS.

BASS'S ALE, bottled by Cameron and SAUNDERS, pints and quarts. GUINNESS'S STOUT, bottled by E. & J. BURKE, pints and quarts. DRAUGHT ALE and PORTER, by the Gallon

ALE and PORTER, in hogsheads.

SPECIALLY SELECTED CIG

Fine New Season's CUMSHAW TEA, in 5 catty Boxes. BREAKFAST CONGOU @ 25 cents p. tb.

MILNER'S PATENT FIREPROOF SAFES. CASH and PAPER BOXES, at Manufacturer's Prices. Hongkong, June 14, 1884.

For Sale.

FOR SALE. TULES MUMM & OHAMPAGNE,

GIBB, LIVINGSTON & Co. Hongkong, December 20, 1883. 117

FOR SALE. CIX EUROPEAN HOUSES, Nos. 1, 2,

3, 4, 5 and 6, ALEXANDRA TERRACE. Monthly Rent, \$330. Apply to

OFFICE OF THIS PAPER. Hongkong, May 28, 1884.

NOW ON SALE. CHINESE DICTIONARY CANTONESE DIALECT, DR. E. J. EITEL.

CROWN OCTAVO, PP. 1018.

Honokono, 1877-1883. Part III. M-T, \$3.00 Part IV. T-Y, \$3.00

A Reduction of ten per cent, will be allowed to purchasers of Ten or more copies. This Standard Work on the Chinese Lauguage, constructed on the basis of Kanghi's Imperial Dictionary, contains all Chinese characters in practical use, and while alpha-

betically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronuncintion of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, anclent and modern, as used all over the Empire, whilst its introductory chapters serve the purposes of a philological guide

to the student. A Supplement, arranged for being bound and used by itself, and containing a List of the Radicals, an Index, and a List of Surnames, will be published and sold separately.

LANE, CRAWFORD & Co. Hongkong, January 15, 1883.

Notices to Consignees.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM BATAVIA, SINGAPORE, AND SAIGON.

THE Steamship Gous, General's Jacob L having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods. Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co. Hongkong, July 14, 1884.

NOTICE.

CIONSIGNEES, and all others interested in Cargo from Singapore, Saigon and Hornow, by S.S. Marthurough, are hereby informed that part of the Cargo has been salved by the Undersigned, with whom they will please communicate. The salved Goods are stored at present in our Godowns.

A. SCHOMBURG & Co. Hojhow, June 21, 1884.

Perak Tin Mining & Smelting Co., Limited ...

Chinese Imperial 1874.....

Selangore Tin Mining Co., Lt. of Shanghai... 2,500\$

Hongkong Rope Manufactory Co., Limited. 3,000\$

1878.... 3,899 Tl.

Destination.

Notices to Consignees.

STEAMSHIR SINDH. COMPAGNIE DES MESSAGERIES MARITIMES. NOTICE.

CONSIGNEES of Cargo per Steamships Indus and Corduan, from London, in connection with the above Steamer, are heroby informed that their Goods-with the exception of Opium, Treasure and Valuables-are being landed and stored at their risk at the Company's Godowns whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon To-DAY (Thursday), requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned Goods remaining unclaimed after THURS-

DAY, the 17th July, at Noon, will be subject to ront and landing charges at 1 cent. per packago per diem. All Claims must be sent in to me before the 19th July or they will not be recognised. No Fire Insurance has been effected. I. MARTIN.

Acting Agent. Hongkong, July 10, 1884.

Not Responsible for Debts.

MI either the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour :-ANNA SIEBEN, Gorman barque, Captain Paulsen-Wieler & Co.

ANNIE W. WESTON, American barque, Capt. H. O. Winson, -Bun Hin Chan. C. T. Hook, British steamer, Captain W Jarvis.—T. Howard & Co.

Sewall, -- Captain. F. C. Sieden, German barque, Capt. Holm, --- WIELER & Co. Governon Goodwin, Amer. ship, Capt. H. A. Norton. - Captain.

Freeman - Captain. JANE MARIA, British barque, Capt. J. O. Griffiths,-Wieler & Co.

Petersen.—P. & O. S. N. Co. MACEDON, British ship, Captain J. F. Hind, -P. & O. S. N. Co. MATHDA, American ship, Captain J. G. Morryman. - Jardine, Matheson & Co.

Schiller, German barque, Captain C. Steinbömer.—Melchers & Co. Shield, -Thos. Howard & Co.

WILHELM HOMEYER, Ger. barque, Capt. W. Holtz.—Siemssen & Co. WM. PHILLIPS, Amer. barquentine, Capt.

John H. Potter, -Jardine, Matheson & Co.

FOR NINGPO AND SHANGHAL The Steamship

For Freight or Passage, apply to

Per Amoy, from Saigen, 12 Chinese. Per Teheran, from Yokohama, &c., Mr To-day's Advertisements.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

> FOR ILOILO. The Co.'s Steamship Amatista. Captain HAMLIN, will be

despatched for the above Port on MONDAY, 21st Instant, at 5 p.m. For Freight or Passage, apply to RUSSELL & Co., General Managers. Hongkong, July 15, 1884.

NOTICE. UNION INSURANCE SOCIETY OF

CANTON, LIMITED.

TOTICE is hereby given that SHARE CERTIFICATE No. 472 in the Name of CHAPMAN KING & Co. for EIGHT SHARES of this Society, Nos. 877 @ 884, has been declared LUST; and that after Fifteen Days from the date of this Notice, a NEW SHARE CERTIFICATE for the said Shares will be ISSUED and the aforasaid CERTIFICATE No. 472 will be Cancelled. By Order of the Board,
N. J. EDE,

Hongkong, July 15, 1884.

ARRIVALS. July 14, 1884 :--

Anton, German steamer, 396, Schrader

Amoy, British steamer, 814, W. Potts. Saigon July 10, Rice and Paddy.—SIEMSSEN

July 15 :--

Teheran, British stowner, 1,670, W. J Nantes, Yokohama July 6, Kobe 8, and Nagasaki 10. Mails and General -P. & O. S. N. Co.

Zufiro, British steamer, 675, Talbot, Mauila July 12, General.—Russett & Co. Greyhound, British steamer, 227, D Scott, Pakhoi July 11, Heihow 13, and Macoo 15, General -- Adamson, Bell & Co. Hosetta, British steamer, 2,136, J. W. Brady, Shanghai July 12, Mails and

General. -P. & O. S. N. Co. Peking, British steamer, from Canton. H.I.C.M.S. Wei Sing, from Canton. Tartar, German brig, 256, H. Moldt, Pitogo July 2, Timber. - Lane, CRAWFORD

Suone, French man of-war, 1,700, Commander W. Monin, Haiphong July 11. Nestor, British steamer, 1,458, Hugh Nish, Liverpool June 1, and Singapore July 8. General. - BUTTERFIELD & SWIRE.

DEPARTURES. July 15 :--Fidelio, for Quanghai, Tuisang, for Singapore, &c.

G. G. S'Jacob, for Amoy. CLEARED. Kivarylung, for Const Ports. Lirngorm, for Kutchinoizu.

Thales, for Amoy, &c. Greyhound, for Holhow. Glucksbury, for Swatow. Rory, for Swatow, &c.

PASSENGERS

ARRIVED. Per Anton, from Hollow, Rev. Esta, Mr Forbes of steamer Kremlin, and 90 Per Cheang Hock King, from Singapore, 1171 | &c., 284 Chinese.

Date of Leaving.

Dr Knott, Mr Armstrong and servant, Mi Cassambhoy and servant, Messrs B. R. Milford, C. Hervey, R. C. Grahama, G. Bettimir, C. Gould, M. and Mrs Lang, Miss Dixon. Hon. A. and Mrs Lambart, Sir Goo. Phillippo and servant, 10 Chinese, and Per Zafiro, from Manila, Mr Adolf Wusilowski, and 55 Chinese. Per Greyhound, from Pakhoi, &c., 40

. Leston and servant. Mr J. M. Dixon,

Per Rosetta, from Shanghai; for Hongkong, Mr Choo Man Pak and servant, Mr Z. Volpecelli, Miss Hopper, Messrs H. S. Wilkinson, H. E. Fulford, J. Anderson and 23 Chinese; for Singapore, Mr T. F. Ballanco; for Venice, F. Trovesain; for Marseilles, Mr and Mrs Gipperich 3 children and servant ; for London, Mr C. Holines and servant Mr and Mrs Penfold, and Mr J. H. Evans.

Per Nester, from Liverpool vid Singapore, Mrs E, Forbes, and 150 Chinese. DEPARTED. Per Fidelio, for Quanghai, 30 Chinese. TO DEPART.

Per Taisang, for Singapore, &c., 5 Euro-Per Kwangtung, for Coast Ports, 2 Euro-Per Thales, for Amoy, 1 European.

SHIPPING REPORTS. The British steamer Cheang Hock Kian reports: First part light S.W. monsoon and fine to 14 North; thence to port light S.E. winds and fine weather. The British steamer Amoy reports Left Saigon at 4 p.m., had breeze and squally on leaving Cape St. James; thence to port, had light and moderate breeze with cloudy sky: The British steamer Zafiro reports

Fine weather throughout. The British steamer Nestor reports First part moderate to strong N.W. wind squally with heavy rain; latter part light variable airs and fine weather.

CARGO. Per S. S. Cyclops, to London, sailed 12th July :-9,962 pkgs. Tea containing, 30,030 ths. Congou, 125,404 ths. Scented Caper. 72,066 his, Scented Orange Pekoo-total 228,490 lbs., 28 cases Silks, 55 bales Waste Silks and 73 pkgs. Sundries. For South America, 417 pkgs. Tea and 11 pkgs. Sundries ; from Amoy, 185 half-chests Tea.

POST OFFICE NOTICES.

MAILS will close: For SWATOW, AMOY, & FOOCHOW.-Per Kwangtung, at 11.30 a.m., on Wednesday, the 16th inst.

For AMOY. Per Cheeng Hock Kian, at 11.30 a.m. on Wednesday, the 16th inst. For SWATOW AND AMOUNT

Por Gluckshurg, at 11.30 a.m., on Wednesday, the 16th inst. FOR AMOY AND MANLIA .-Per Zafiro, at 4:30 p.m., on Wednesday.

the 16th inst. FOR HOLHOW AND HAIPHONG .-Per Nam-vian, at 5 p.m., on Wednesday,

the 16th inst. For SWATOW AND SHANGHAL .-Per Fooksang, at 11.30 a.m., on Thursday the 17th hist.

For SAIGON. -Per Ocean, at 4.30 p.m., on Thursday Per Victoria, at 5 p.m., on Thursday, the

17th inst. For PORT DARWIN, THURSDAY IS-LAND, COOKTOWN. VILLE, BRISBANE, SYDNEY AND MELBOURNE, &c., &c.

Per Hoihow, at 3.30 p.m., on Friday, the 18th inst. For NAGASAKI, KOBE, AND YOKO HAMA.

Per Teheran, at 11.30 a.m., on Saturday For STRAITS AND BOMBAY .-

Por Zumbesi, at 2.30 p.m., on Saturday the 19th inst. MAILS BY THE BRITISH PACKET. British Contract Packet Rosetta

will be despatched on THURSDAY the 17th July, with Mails for the United Kingdom, Europe, and countries bements, Batavia, Burmah, Ceylon, India. Aden, Egypt, Malta, and Gibraltar. The usual hours will be observed in closing

the Mails, &c. HOURS OF CLOSING THE ENGLISH MAIL

The following hours are observed in closing Mails, &c., by the British Contract Packet :-Day of Departure,—
Noon. —Money Order Office closes. 2 r.n.-Registry of Letters ceases.

Posting of all printed matter and patterns ceases. 3 P.M. Mail closed, except for Late Lotters. Late Fee of 10 cents until 3.30 P.M. - When the Post Office closes

entirely. 3.40 r.m.—Late Letters may be posted on board the pucket with Late departure.

Quotations.

HONGKONG. July 15.

OPIUM-New Patna, cash ... \$585 New Benares, cash, ... 570 Now Malwa, credit,... 540 Allowance, Taels 96/104 Old Malwa, credit,... 560 Allowance, Taels 96/104 Exchange. Bank, Wire, ... Demand, 30 days' sight, 4 months sight. ... Documentary 4 months' sight, India, Wire, demand. Shanghai, demand,... 30 days' sight, private '734 Gold Leaf 991 fine ... \$27.50

Temperature. (Taken at Messrs Falconer & Co.'s Premises Queen's Road.) Hongkone, July 15.

Sovereigns, ... \$ 5.40

4 P.M.... THERMOMETER-9 A.M.... 1 P.M ... 4 P.M. ... (Wet bulb) 0 A.M. 79 1 P.M. 79 Do. Do. 4 P.M. 79

MEMOS. FOR TO-MORROW. Shipping. Daylight .- Thales leaves for Amoy, &c. Noon. -Kwangtung leaves for Coast

Ports. 5 p.m. - Zafiro leaves for Manila. 5 p.m .- Peking leaves for Ningpo, &c. THE HONGKONG DISPENSARY

Established A.D. 1841.

香港大樂房 A. S. WATSON & Co., FAMILY & DISPENSING CHEMISTS WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

SUNDRIES. NURSERY REQUI BITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES. MANUFACTURERS

Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Acrated Waters. 23 The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876. SUN AND TIDE TABLE FOR HONGKONG.

SUN. HIGH WATER. Rises. Sets. Aft. н. м. H. M. H. M. 5.26 3.18 2.16 6.45 5,27 6.44 4.14 5.27 5.28 5.55 7.13 6.44 5.28 8.29 5.20 9.19

High water at Whampon 2 hrs. 30 mine later than at Hongkong , at the Barrior: 3 hrs. 15 mins.; at the Salt Flats: 3 hrs. 30 mins.; at Shameen 3 hrs. 45 mins.

At Trinity Cathedral, Shanghai, on the 10th July, SEPTIMUS DALY to JANE DU MOULIN FEARON.

MARRIAGE.

at 7.35 p.m. The China Ithail.

BY The publication of this issue commence

HONGKONG, TUESDAY, JULY 15, 1884.

The Situation

The order for British naval officers in the Chinese Navy to quit that service must, of course, come from the British Government, unless it was issued by the Chinese Government, which is not very likely. It is an important message, inasmuch as it shows that the British Government, or possibly the Chinese Government, regards the outbreak of hostilities between France and China as quite probable. The situation has on no previous occasion looked more Gradients indicate moderate or fresh S.W. warlike. If the French seize any Chinese territory there will almost certainly be we are unable to give the usual tables.

Still the situation would become almost speedily attended to. intolerable to both parties. The Chinese would never feel safe against the WE regret to have to record the death of the French would always have to be on the hostility on the part of the Chinese

Foe of 10 cents until time of the sudden withdrawal of the Chinese same firm as owns the Miraniar. squadron from Chefco waters, and other explicable. The Chinese diplomatic action over that event has the appearance of being intended to exasperate the French instead of to pacify them. China's attitude is more defiant than conciliatory; she accepts the responsibility of the Lang. son business, if we are to believe the telegraphic advices, and justifies it, instead of admitting it was a blunder and disi, June 30.-To Yokohama: Mr Tanassuming an apologetic tone. And yet the affair does not seem to afford a leg for China to stand on in a diplomatic sense.

a war between the two countries, or in som pettlement which will at once make peace as near a certainty as possible. There has been quite enough of this state of suspense. It is almost as injurious as would be a war, from which probably good results would ultimately Barlerived. If war does ensue, it will unquestionably be a very tame_ affair, at all events so far as the naval part of it is concerned. There are now two French men-of-war in this harbour, now arrivals from Tonquin, and three or four decent-sized Chinese war vessels. They almost look as if they were keeping an eye on each other, while waiting the development of events. Of course no fighting could take place within the waters of this Colony. A war between the two countries is not likely to be very prolific of naval engagements. The Chinese have no vessels that could stand for a moment before the

TELEGRAMS.

as possible if hostilities occurred.

Brench ironclads, and the light draft boats

would most likely get as far up the rivers

THE CHINESE NAVY. LONDON, 14th July. British Naval Officers in the Chinese Navy are ordered to quit that service.

AFFAIRS IN THE SOUDAN. LONDON, 14th July. The Mudir of Dongola has declared in favor of the Mahdi.

LOCAL AND GENERAL PASSED CANAL: Lacries and Glamis Castle, June 26 : Achilles, June 30.

The S. S. Tannadics left Sydney for this port on the 1st July. S. B. Feronia left Singapore for this port on the 10th inst. The S. S. Pandora left Singapore on the

DOCK MOVEMENTS :-The Alexa went to Cosmopoliton Dock The S. S. Lennor went to Aberdeen

13th instant for this port.

steamer Teleran this morning.

Dock to-day. The S. S. Glenman's went to Kowloon Dock to-day. Siz George Phillippo, Chief Justice, arrived here from Japan in the P. and O. mail

WE are requested to state that the late delivery of a good many papers by the English mail is due to an error in the London Office. Delivery commonced at 7.15 yesterday evening.

MR Forbes, the second officer of the steamer

Kremlin, who left his steamer while she was

suchored in Hainan Strait in a small boat to go to Hollow to seek assistance, came on to Hongkong in the steamer Anton to-day. THE Government Astronomer says :- The weather has not changed much. There is no immediate prospect of a disturbance.

winds. Owing to pressure on our space some amount of fighting, as Chinese troops A serious accident occurred at the Gooccupy, in greater or less numbers, every veriment Civil Hospital this morning. A portion of territory likely to be taken pos- considerable portion of the bemboo scaffoldsession of by the French. Such a seizure ing which was erected some time ago for would be equivalent to a declaration of war, the convenience of the workmen employed although it does not follow that hostilities on the alterations on the south side of the would become general upon an act main building, suddenly gave way, and of this kind. The French might precipitated four men a distance of between be satisfied with the holding of 40 and 60 feet. All the mon were severely the territory, and the Chinese might bruised, and two of them have received choose to confine their acts of warfare to rather serious injury. They are, however, an effort to prevent its occupation not likely to succumb. They were

annexation by the French, for instance, of Captain Duggua, late master of the steamer a few of the best of their war vessels, and Miramar, which took place in the Government Civil Hospital to-day. We believe slert to guard against any sudden act of the cause of death was lead poisoning, caused by some paint getting into a cut The excited state of feeling in the North, which the Captain accidentally sustained a among both natives and foreigners, is short time ago. Captain Duggua was one evinced by the items of news which we of the most robust looking men to be met publish in another column. Rumours and with in this quarter of the Globe, and contretemns of this kind, however, are of seemed to enjoy the most perfect health. little significance, because they are no He was only 34 years of age. His death 3.10 r.m. Letters may be posted with doubt the results of a scare among the will be sincerely regretted by a consider Chinese officials and others who are not as able circle of friends, with whom he was well informed of the intentions of their very popular. He was to have taken com-Government as are most foreigners. But mand of the Iolani, which is owned by the

> movements of this kind, are somewhat sig- APPARENTLY another attempt is to be made nificant. The Chinese Government may by the Dutch Government to relieve the have imagined the vessels were in danger of esptive crew of the Nisero by means of an being seized by the French fleet, or that they expedition. The Straits Times says: By would be more useful for defensive opera- last selvices from Batavis, to the 18th June, tions elsewhere. One point is quite cer- preparations had been actively going on for tain, namely, that the Chinese Government a second expedition to Tenom, and a stricter has been, and still is, actively engaged in blockade of the Acheen coast, but full parwarlike preparations. Indeed, now affairs ticulars were withheld from the public to have arrived at their present position, one prevent any information of them reaching cannot help entertaining a suspicion that the enemy. The Batavia Handelsblad, howthe Convention signed at Tientain was a ever, states that this time there is every blind on the part of the Chinese Govern- reason to believe that vigorous action will ment merely to obtain time in which to be taken. The same journal also affirms make further provision for defence. If that doing away with civil rule in Acheen this is not so, the position taken up at Pe- has been determined upon, Colonel Deniking in regard to the Langson affair is in- mem, the officer in command of the troops, being appointed sole Governor.

> > THE following passengers have booked at home for the Far East Por P. & O. steamer Kalear i-Hind. from London, June 18 .- To Shanghai : Mr Milles To Hongkong : Mr E. R. Wood, Mrs J. Hacche.

Per P. & O. steamer Surat, from Brin-Per P. & O. steamer Valetta, from London. July 2 -To Hongkong : Mr R. Clark,

Per M. M. steamer Natal, from Mar-We do not shrink from saying that we seilles, June 22.-To Hongkong: Mr and hope the French ultimation will result in Mrs G. A. Corder.

Do. Minimum over night 83

First year

Payable.

June 30 Dec. 31

Feb. 28 Ag. 31

April & October

SHIPPING

Hoihow July 13, General.—Wielen & Co. Cheang Hock Kian, British steamer, 956, Fred. Webb, Penang July 5, and Singapore 9. General. -Bun Hin CHAN.

EL CAPITAN, American ship, Capt. J. E.

GOVERNOR TILLEY, British ship, Capt. J. G. Dickson.—Captain. GREAT ADMIRAL, American ship, Capt. James F. Rowell.—Master. GUY C. Goss, American barque, Capt. J

LEONORA, American ship, Captain J. F.

VICTORIA, British steamer, Captain J. B. WEST AUSTRALIAN, British barque, Capt. James Thomas.—Gilman & Co. Wildwood, American barque, Captain Chas. A. Sawyer.—Melchers & Co.

To-day's Advertisements.

Capt. G. HEUFEMANN, will be despatched for the above Ports TO-MORROW, the 16th Inst., SIEMSSEN & Co.

at 5 p.m. Hongkong, July 15, 1884. Vessels Advertised as Loading.

Vessels. London, via Suez Canal......Deucalion (s)PurdyButterfield & Swire.......About July 18.

Ningpo and Shanghai Peking (s) G. Henermann Siemssen & Co. July 16, at 5 p.m. Saigon Lee Wing & Co. July 19. Honauwar Lane Russell & Co...... quick despatch. Swatow and Bangkok Phra Chula Choni Klao (s) ... Lightwood Yuen Fat Hong July 18, at noon. Singapore, Penang and Calcutta Arratoon Apcar (s)............ A. B. MacTavish.... David Sassoon, Sons & Co....July 19, at 3 p.ni.

Triesto, &c		G S	. Starli	i	leichers & Co ussell & Co		bout July 28, no nick despatch.
	SHAI	RE LIS	\mathbf{T}_{\cdot} – Q	UOTATIO	NS.		JULY 15, 188
No. 4 m. at 11 M	los. of	Value.	aid-		LAST REPORT.	Last Dividend.	Ulosing Greatatic Cash.
Hongkong and Shanghai Bank Corporation 6	0,000 3	125 8	125 \$	4,063,361.66	8 57,645.23	£2 o. s. £1.5 n. s.	124 buyers
Yangtsze Insurance Company, Limited	5,000 £ 8,000 £ 2,000 \$ 4,000 \$ 0,000 \$	1,250 § 83,33 §	25 4 125 8 25 8	\$ 500,000 \$ 600,000 \$ 55,000	3 107,411.65	18 % \$18,29+ 22% 10%	Tls. 280 per sha Tls. 135 ii \$550 ii \$68 ii bu \$85 ii
Chinese Insurance Company, Limited	1, 500 8 8, 000 8 0, 000 8	1,000 g	50	\$ 28,711.90 \$ 885,000	\$ 285,231.00§		\$185 \$330 \$60
STEAM COMPANIES.	8,000\$	100 5	75	9 215,000	\$ 53,601.80	6%	40
Indo-China S. N. Co., Lt. $60,000$ sh. issued $\left\{\begin{array}{c}1\\3\end{array}\right\}$	18,3874 31,212	10 g	E 10 E 8.10				271 discount
China and Manila S. S. Company, Limited	3,500	3 100	all				par.
Hongkong & Whampon Dock Co., Limited HK, and China Gas Company, Limited New Shares	500; 1,900;	E 10:		\$ 18,000 £ 8,552.17.10		4% 12 %	57 seller \$84 per share
Hongkong Hotel Co., Lt., 3,000 shs. issued {	2,000 3 1,000 3	3 50	100		C COO 70	\$3	\$14 5 n
China Sugar Company, Limited	9,000 1,250 7,000 7,000	\$ 100 8 \$ 50 \$ 100	B 100 B 50			\$10 % for 1883 \$10 per share	117 \$140 per share \$100 buyers 89

June16&Dec.10 2 % prem. Sugar Debentures, 1880..... June & Decem. * For 6 months to 30th June 1883 .- | Dividend for 1882 and Bonus of 25 per cent.- | For half year ended 31st Dec., 1883 .- | For 1883.

Rates of

Interest.

Tes Saigonnais of the 10th instructates that it is informed, on good authority that on Schriever & Co. was demolished, and the account of the heavy rains and the bad stated promises of Messrs Imbert and Chesnay, of the roads the march on Langson com- Madame Carbonnel and others sustained menced by General Negrier had been stop- more or less damage. ped, and that the column placed; under his orders would return, about the 5th inst, to also sustained. The wind during

Saigon or Haiphong regarding the fate of to have a secure place of refuge. A marine the detachment of French troops under fire engine, with a crew of five men drifted Colonel Dugene, but presuming the state- from its moorings and disappeared, and no mont of the Saigonnais to be correct it is information had been received as to its fate very improbable that General Negrier would up to the departure of the Nameiau. The have started upon a return march to Hanoi until he had found the broken and decimated detachment which he went to succour. and rescued his comrades from their painful and perilous position.

THE following important cricket matches came by mail yesterday :- Kent beat Dorbyshire by 62. The principal scorer in the match was Lord Harris (36 and 82.)-Oxford University beat the M. C. C. and Ground by 4 wickets. The Dark Blues have had a capital season. They have defeated the Australians, Lancushire, and the M. C. C. and were only just beaten by the Gentlemen of England. They will in all probability win the Inter University match. Middlesex gained a decisive victory over Surrey by 8 wickets. For Surrey Mr Read (25 and 23,) and Mr M. P. Bowden (2 and 49) were top scerers. Mr T. C. O'Brien (4, and 41 not out.) Mr C. S Studd (34, and 20 not out) were the principal contributors for Middlesex. Kent gained a creditable victory over Lancashire by 8 wickets. Lord Harris (53) in the second innings of Kent and Mr.E. Raper (65) in the second of Lancashire were the principal scorers in the match. The M. C. C. gained an easy victory over Cambridge University by 8 wickets. The Light Blues seem most unfortunate this season.

THE new French possession of Obook, says the Saigonnais, is of greater importance than is generally believed; it is not a small district but an extensive department which a recent treaty grants us. The limits of the territory of Obock comprehend a hundred kilometres in breadth and thirty eight kilometres in depth. The port is excellent; surrounded by cliffs which protect it almost completely from winds from the West and North, it offers two distinct anchorages, sheltered by banks of coral with a depth of from ten to thirty metres. We have already said that | Kua-haing with Captain Barton and the administration of Marine had arranged lightship yesterday (July 10th) to ascertain to establish at Obock a small coal depôt. What injuries she has received and whether M. de Coury, recently resident, will at once be sent to that place, where a French gunboat, the Oriflamme, already stationed there. is to be placed at his disposition. He will proceed, among other things, with the Station, deserted his post, says the Shanghan proction of a lighthouse to light up the entrance of the port. It should be remarked that Aden is a victualling station, where being drunk. So Maclean on calculating, everything except coal pays most exorbitant prices. Fresh water is obtained by distillation; there is not a drop to be found in the English district, and there are no vegetables. Obock offers superior resources and many vessels will find the advantage of putting in there, particularly if good means are organised for the shipment of coal.

THE S. S. Nameion, which arrived late last evening from Haiphong, brings us some particulars of the typhoon which raged over the greater part of the country on the 8th inst. Details of the damage done to property up country, at Hanoi, Haiduorg, Namdinh, &c., had not reached Haiphong up to the date of departure of the Nanivian, on the 12th, but that port itself appears to have suffered severely. The preliminary indications of the typhoon were felt at Haiphong about moon on the 8th, and such preparations as could be made to meet the coming tempest were made by the boats and ship. Benjamin David Benjamin in respect of . ping on the river and creeks the steamers balance of wages, and one month's wages in port securing the firmest anchorage and in lieu of notice-total amount of the claim getting steam up, while the cargo-bouts and being Tis. 162.20. Mr. H. S. Wilkinson sampans lashed themselves together in the appeared for Plaintiff, and Mr Wainewright positions offering the greatest amount of for Defendant. The case occupied the shelter. The force of the storm gradually Court from 10 a.m. till 1 30 p.m. The increased, and shortly after dark reached length of the sitting has so demoralized our its climax. The native houses, built of Reporter that he has only sent us a bare bamboo and thatched with palu, were unroofed and blown down by the force of the wind, and the very materials of which speaks very imperfect English, alleges that about third in importance among the cities they were constructed were in many instances swept away by the waters of the keeper at Shaw's Godowns at a monthly are arsenals, and thousands of troops Song-tam-bac creek which, with the river. had been forced up to several feet above its usual height. Torrents of rain also accompanied the wind storm. Besides the destruction wrought among the native buts many of the more substantial European asked to do. The defendant's evidence houses erected at different points along the boundaries of the Concession, and at the oxtreme end of the native village were utterly destroyed, and the Government store-houses, containing provisions and stores for the troops, were unroofed and otherwise damaged, a large proportion of the contents being destroyed by water. The military hospital, which is situated by the river-side, was flooded by the rising waters, the unfortunate patients having to evacuate the building for safer quarters. A large brick building, the property of Mr A. R. Marty, which has been in course of erection for some time past, and was nearly finished, was almost destroyed, the wind material, and it is feared that some others were boried under the debris. Mr Marty

this house at \$6000.

A new building belonging to Mesers | 12th inst., and will reach London to-morrow

On the river and creek much loss was course of the evening shifted round to all No information has yet reached either points of the compass and it was impossible small steamer Souter had a narrow escape of foundering and a number of junks and sampans came to grief. The telegraph line between Hanoi and Haiphong was also

It is impossible at present to estimate either the amount of losses sustained or the number of lives lost, as it is probable much damage has been done to house and shipping property in the interior, of which no intelligence has yet reached Haiphong.

No further information is to hand concorning the fate of the detachment French troops under Colonel Dugene, sustained the attack of the Chinese on Langson road.

We hear from Newchwang that the country in that neighbourhood is very dry, and the natives long for rain. The weather, however, is not at all hot compared with what it is in the south, the thermometer ranging between 60° and 85° .- N .- C. D. Neivs.

THE Directors of the Chinese Sabah Land Company have received favourable advices in the nurseries under his charge. Fifty thousand plants were planted out, the transprogressing well, the prospects being good. | double journey costing nearly £200." -N. C. D. News.

Mr Dalias has, says the Shanghai Mercury, received for sale two griffins evidently in the ting how order, one of which has two tails. The owner expects that another company will be formed to ship him to San Francisco and he asks the modest sum of Tls. 800 for him. I bolieve the same owner received Tls. 600 for the last one, and investors were wanting both in tails and

Owing to the Tungsha lightship having been run into recently by a steamer employed on the Shanghai-Canton line, the Warberg, surveyors, on board, left for the it is necessary for her to be t wed to Shanghai to be docked.—N.-C. D. News.

SERGEANT Maclean of the Hongkew Police Mercury of the 10th July, last night without giving notice of his intention. A few days ago, we understand, he was fined \$15 for came to the opinion that if he enjoyed two sprees only every month his monthly pay would amount to \$20 only. Therefore he thought it the safest to shake the Hongkew mud off his heels and left for happier regions, where one can enjoy a midnight ramble without paying extra for his folly.

THE Ichang correspondent of the Shen-wao states that 'several boat loads of copper from the new Yunnan copper mines arrived French got their fleet up to Pagoda Anthe other day at the port under the charge of a Wei-yuan. It is the purpose of the teen miles of the river in boats before they Wei-yuan shortly to convey the copper by | renched the city of Foochow, and this steamer to Hankow.' We believe this cop- | would be an extremely perilous underper will be transported, via Chinkiang, to taking with the Chinese attacking from the Tientain for the manufacture of curtridge hills on either side of the river. shells, as the 500 piculs lately ordered the Vicercy Li from Shansi for the Tientsin argenal has been in a great part consumed. -Shanghai Mercury,

In H.B.M.'s Supreme Court at Shanghai on the 10th July, the Assistant Judge was occupied in hearing a claim brought by a man named Hillel Joseph Abraham against outline of the case, which does not, however, seem to present any feature of interest. Plaintiff, who is a poor Jew, who scene of the French operations. It ranks he entered the service of Defendant, in Fe- of the Middle Kingdom, and is the seat of bruary last in the capacity of Godown- the government in Central China. Here salary of Tls. 35, having been introduced to are concentrated at this, the capital Defendant by Mr Toeg, and he also claims the province. In attacking this place a month's wages in lieu of otics; he fur- the French would interfere comparatively ther alleged that he was dismissed from his little with foreigners. employment because he gave true evidence against Defendant in the late prosecution. and refused to perjure himself as he was the Plaintiff, and the parties frequently, in the course of the proceedings, applied the epithet of liar to one another. Defendant alleged that he took Plaintiff into his service more out of charity than anything else, and that he was employed not as Godownkeeper but as Watchman, and was dismissed at the end of February by Mr Moncrieff. Defendant's manager. l also stated that he had allowed Plaintiff to remain at the Godowns out of kindness Judgment was ultimately entered for Plaintiff for Tls. 22.20. Plaintiff to pay his

THE following items are from the London d China Express of June 13th :-

own Court fees -Shanghai Mercury.

San Francisco April 27, Shanghai April 26. Foothow April 25, Hongkong May 1. The French mail, end Naples, with the advices dated as above, from China and the Straits Settlements, was delivered in London on the 5th inst. four days in advance of its dundate. The Japan advices were received. vid San Francisco, on the 30th ult. The next inward mail, ex P. and O. steamer reckons his less through the destruction of Nepaul, from Shanghai 3rd, Hongkong 8th May, was despatched from Brindisi on the Shansi,

evening, two days early. Engineering reports that the Osnabruck Steel Works Company has received an order from the Chinese Government for a quantity of Hanrman rails.

The Wanderer, 4, screw composite gunvessel, Commander Orford Churchill, 925 tons, 750 horse power, commissioned for service on the China station, was removed from the steam basin, Sheerness, on the 11th inst., and will proceed in a few days. Work at the Chinese Court of the International Health Exhibition is being pushed on as rapidly as possible, and cases of exhibits are arriving and being unpacked The amount of work that has to be done is, however, still very great, and it is not likely that the Court will be ready

before the beginning of next month. Mr Everett Frazer has been appointed Consul-General to the United States, to reside at Now York, for his Majesty the King of Korea, and the exequator of President Arthur confirming this has been granted. Mr Frazar, who is an old resident in the Far Fast, holds the first foreign Korean official appointment. The two Chinese ironclad corvettes re-

cently built by the Vulcan Company at Stettin are to leave that port at the end of Jung. Probably the Ting Yuen and Chen Yuen will previously be docked at Kiel, onthe Baltic. The engineers and their crew are already on board, while the seamen are daily expected. The Ting Yuen is to be commanded by a German captain, Herr Vosa, but the master of the other vessel is: and they will sail under the German flag. They have been swaiting the solution of the Franco Chinese difficulty, and now that matters are arranged they can leave. The United Service Gazette says :- 'A hard case happened lately of an officer being put to much expense through what the War. Office authorities considered the mistake of a general officer abroad. Lieutenant D'Aeth, of the Buffs, stationed at Hongkong, was granted a year's furlough to England by the general officer commanding in China, and when he reported his arrival in London he was informed from their representative on their estate that, on account of the war then between on the Suanlamba. He reports that he France and China, he should not have never had seen tobacco growing better than | been granted the leave, and was ordered to return to his regiment at once. was obliged to do, after being only a few planting was in good time, and they were days in England, at his own expense: the

CORRESPONDENCE.

To the Editor of the 'CHINA MAIL.' Hongkong, July 15th. Sin,-If at the end of eight days the Chirese Government do not come to an aureegent as to the payment of an indemnity to the French, what material guarantee will be taken possession of by the latter as sepurity for payment? That it will be some territorial seizure there can be no doubt. but the whereabouts on the seaboard of China that the French will select for their descent is a matter for anxious conjecture. There are Hainan, Canton, Swatow, Amoy. Formosa, Foochow, Ningpo, Shanghai. take the tough job of tackling the defences together yesterday (June 9th) at Tientsin. of the Peibo River. It is also highly improbable that the French will interfere in any way with Shanghai. Foreign interests there are too large, and Ningpo, although a very large and important Chinese city, will hard y attract notice. Telegrams from nome have spoken of Foochow as likely to be seized by the French, but this must be looked upon as a very remote contingency. spot the French could select along the whole coast. The entrance to the Min River is no wider than the Lyeemoon pass. and magnificently fortified. There is a very large Chinese army encamped on the hills at the entrance to the Min, and a line of forts extend up to Pagoda Anchorage where the river becomes unnavigable for any but the smallest gun boats. If the chorage, they would have to traverse four-

Amov would be about the easiest city along the whole seaboard of China for the French to take, and Swatow, although up the actual seizure of Peking itself. Undoubtedly the most important city in the Empire, Canton is at once the great strong hold of the military power (such as it is) of South China, and the centre from which troops have been and would be sent out to perses the French in Tonquin. If the French were to strike successfully at the City of Rams, it would make a quick solution of the difficulty. But it would require more troops and armaments than France has out here to do this. The islands of Hainan and Formosa would be very easy scizures for the French, but it is doubtful France. whether their occupation would bring about that speedy solution of the difficulties be-

tween France and China that is needed. Nanking seems to me likely to be the

Canton

Canton, Monday. On Friday night Major General P'un Ting Lap 本里 市, who was leading 2,500 soldiers to the southern frontiers of Kwong Sai, died very suddenly. The ex-Vicerov Chaung Shii Shing had invited him to Major General imbibed freely of Shau Sal wine and partook freely of water-melon, lichi, &c. He was brother to the Governor | their respective commands. of the Kwong Si province. This movement of troops may or may not

mean that China intends to fight. Intest Mail Advices :- Yokohama, vid over the seals of office. In consequence the ex-Vicercy has removed from the Yamen !

> the Salt Exchange. The present Viceroy is a member of the the foreigners here. The editor of the Hanlin College of Doctors, being third in the first list or what is called a T'an Hwa. He has served as Literary Chancellor in Chun and afterwards as Governor of

War's Alarms.

EXCITEMENT IN PEKING. Peking, July 8 .- The wildest rumours are in circulation here about the situation. is said that an indefinite number of French men-of-war are rendezvousing at Chefoo and at Lu-shun K'ou, a place at the ex-

tremity of the Line-tung Promontory. Our Chefoo Correspondent recently informed us that the Chinese fleet at Chefoo left port during the night. It appears that the order for their departure was so pressing that it was scarcely an hour from the time the order to sail was given, till the vessels had left port. No fewer than twenty French men-of-war

are expected to rendezvous in the waters of North China shortly.

The French ironclad Bayard, 6,000 tons and 14 guns, arrived outside the Red Buoy at Woosung yesterday (July 8th). She was accompanied by the Aspic, gunboat, which came up to the Settlement in the afternoon. This yessel is now moored off the French Concession on the Pootung side of the river Another French gunboat, the Limx, arived at Shanghai yesterday (July 10th) from Tonquin. The vessel took a prominent part in the late operations there, and till has her fighting top up, on all three

The ultimatum reached the French Minister from Paris on Wednesday afternoon.

sung and most of them have gone to the Arsonal. There were at least seven Chinese war vessels there yesterday afternoon (July 10th. -N.-C. D. News.

REINFORCEMENTS. The Anhwei regiments have been reinforced by a thousand recruits, and we learn that Brigadier General Cheng has ordered large detachment to proceed to Tesion Shan and occupy the place

MUNITIONS OF WAR. It is reported that a large number ground mines, and also a considerable uantity of powder and shot arrived at Canton on the lat instant from Kinngman after arrival. (Shaughai) which were transported to Ngo-Chow on the same day.

SIR ROBERT HART. We hear that Bir Robert Hart started on the 8th instant from Tientsin per steamer Wuchang for Shanghai. Before his departure from Pekin Sir Robert had a very long conference with K'nang Pei-leh (son of Prince Ch'un) at the end of which he immediately prepared to depart for the south. It is conjectured that Sir Robert's departure must be in connection with the Franco-Chinese difficulty.

NEWS FROM TIENTSIN. The Shen-pac's Tientsin correspondent telegraphed yesterday (June 9th) to that paper stating that Chou Fu, late Customs Tant'ai of Tientsin, started on the 8th inst. Nanking, Chefoo, and the Peiho River to for Lu Shun K'ou (Port Arthur) to superselect from. At present the French fleet vise matters relating to Coast Defence. are rendezvouing at Chefco, but I presume Hei Chen and Liao Shou Heng, High Com-Admiral Courbot would not collect his ves- missioners, and members of the Tsung-li sels at a port he intends to seize. Chefoo Yamen, appointed by the Throne, in is a convenient place for the fleet, especial- response to the prayer of Li Chung Tang while negotiations may be pending. requesting the appointment of 'Commis Powerful as the French fleet in China sioners of rank and influence to assist him waters undoubtedly is, it will hardly under- in the negociations with the French, arrived

A SCARE AT THE WOOSING FORT. We have it on good authority that yesterday afternoon (June 9th) at four o'clock the French ironeled Liegard steamed passed the Woosung forts, crossed the bar and anchored behind the forts in a positiou where there happened to be no guns posted, forts, without getting any shots in return. This movement was observed by the sentinels in the forts, who, when they saw a bustle on board the Bayard, imagined that the French were preparing to bombard the place. The troops were beat to quarter's but we imagine it was preparatory to a retreat out of range of the French guns rather than for resistance, as we are in position to state that secret orders have been-transmitted through the Taot'ai to the generals commanding the Chinese troops in this vicinity to offer no resistance to the French before war has been declared.

FRONTIER DEFENCY. General Huang, formerly commander of all the troops in the province of Chekiang, and a veteran under Tso Tsung-t'ang, has been ordered by the throne to take from the Liang Kiang Army, three battalions of a river, could offer no defence. If the the Ko Tsing T'sing, and having calisted Chinese Government prove contumacious, two more battalions of Hunan veterans, the quickest way to bring them to terms now retired to their own homes, and to would be by the seizure of Canton, next to start with these five battalions immediately for the Yunnan and Kuang si frontiers.

The Tientsin correspondent of the Showme states that 'H. E. Liu Ming-chusn who was lately appointed to the supreme command of the defences of Formosa, upon his arrival at Tientsin, from the capital, had a Holhow by the British Consul and others conference with Li Chung Tiang and departed the same day in a man-of-war en route for Formosa, This also, save the correspondent, shows that the Throne aware of the gravity of the situation, wishes to be prepared in case of a rupture with A FALSE ALAHM AT KIANGNAN ARSENAL.

The rumour that the French were about to make a midnight excursion up the river and seize the Kianguan Arsenat and Langliwa Powder Works, was rife amongst the Chinese last night, (June 9th), and so much importance was attached to it that a Weigner belonging to the Coast Defence Board procured a fast horse and galloped post haste to warn the Arsenal authorities of the proposed movement. This was about five o'clock. Upon receipt of the intelligence the General commanding the troops three battalions of 500 men each-to assemble to arms and get ready to resist the threatened second in command, innocent of any im- lors, 18 firemen and stewards, the crew seizure, but the Brigadier General and his mediate danger, had come to town to with certain of their friends. This rather awkward, for the troops were without their commander to whom alone they looked for orders. A messenger was then despatched to find the missing general which was done at half-past seven, at restaurant in Foochow Road. The gallant general displayed much courage upon the feast at which, report says, the unfortunate receipt of the startling news transmitted by the panting messenger, for ten minutes after, having made his bow to the assembled company of revelers, he was on his way to

WHY THE FRENUH FLAG WAS HAULED DOWN

THERE must have been great excitemen in the Shen pao office over the news which Yesterday, (Sanday) the new Vicercy took the editor says he received vesterday at. I navigated the ship myself until I ternson (June 7th) from a person employed in some Consulate to the effect that France had declared war against China, and that this was the conoral impression amongst Shourned immediately sent a special rehauled down. We can fancy the fright the flagstaff! His first impulse, perhaps, was

the way to relieve the anxiety of the excited crowd congregated in the sanctum of the Shen-pao, for, as the editor says, suspense is worse than reality. The whole of the foreign nations having Consulates at Shanghai must have declared war with China, the special war correspondent of the Shen pos judged by the absence of their colours on the Consular flagstaffs vesterday. it must have been a great relief, when he discovered the reason why,—that the flags are generally hauled down when the wind i blowing at the rate of twenty miles an hour. - Shanghai Courier. -

THE FRANCO-OBINESE EMBROGLIC: THE Sheepao this morning gives what is purported, and which it believes to be the true version of the affair at Liang-shan, and it shows clearly that both eides are to blame. This version is embodied in a letter from a correspondent in Kwang-Si. The letter states that at the time Pan Ting Hein. arrived at Kuang-Si to take his place as Fu-t'ai of that province, he wrote a despatch to the Tsung-li Yamen to the effect that the places beyond the boundaries were exceedingly difficult to hold. On receipt of this the Tsung-li Yamen represented the matter to the Downger Empress, who thereupon became wroth and said What does he show a craven's fear even before he has gone beyond the boundaries? A Decree and yesterday (July 10th) the Villars left was then immediately forwarded to Pan the port with sealed orders. She only pro- Ting Hain, who at the time he received cooled a short way down the river, how. it happened to meet the French, who told over, and anchored off Gough Island, above | him to retire, but he, fearing lest he should as far below the fort as the Villars is above | so, whereupon the French fired a blank charge to warn him off, and to show that The Chinese gunboats have all left Woo- | should be still refuse to retire, shotted guns would be fired at him. Upon the firing of the blank charge by the French, the Chinese officials not understanding what was meant and believing that the French had commenced the fight, best to quarters which resulted in a battle, and a number of men on both sides were killed and wounded.

> THE DEFENCE AT FORMOSA. GENERAL LIU MING CHUAN, the promotor of railways in China, and who recently has been appointed Governor of Formosa is passenger by the s.s. Hacan which Tiontsin for Shaughai this morning, June 10th. We understand that the new Governor will proceed to the island in the Fushum

The Italian corvette Christoforo Colomb. crossed Woosung Bar to day June 8th and took up a berth off the settlements.-Shanghai Mercury.

> Police Intelligence-Before E. Mackeurs, Esq. Tuesday, July loth.

CHARGE OF USING BAD LANGUAGE. Owen Richard Jones, Naval Yard policeman No. 3, was summoned on a charge of board rail went under water at once. having used abusive and offensive languagetowards Ng Yuk, an interpreter to an Iuspector of Nuisances, whereby a breach of the peace might have been occasioned. Complainant stated that while walking

along Cochrane Street, about cleven o'clock on Sunday, he saw a crowd. On going up to it he saw his friend Wong Po Ting quarrelling with defendant's companion. Complainant intended to ask his friend what was the matter, when defendant said: ____ you ___ Chinaman with a ringtail : if you don't go away, I will pull your tail

Chan Akok, a district watchman, said he saw a crowd in Cochrane Street, and heard defendant speaking. Ho gave defendant a The captain was on the bridge, and had

Wong Po Ting said he heard defendant use bad language towards complainant. Defendant denied having used the lauruage attributed to him. The magistrate discharged him with

THE LOSS OF THE MARLBUROUGH MARINE COURT OF ENQUIRY.

A Marine Court of Enquiry into the circumstances attending the loss of the British steamer Mariborovah stranded in Hainan Strait on the 12th June, was held at the Harbour Master's Office to-day. The Court was composed as follows: - Captain Thomsett, R.N., Harbour Master (President); Lieut. G. S. Keigwin, Navigating Lieutenant of H.M.S. Victor Emanuel; Captain T. H. Clegg, master British steamer Holle in Captain A. D. Mactavish, master of British steamer Arratum Apear; and Captain S. Bason, master of the British steamer Zambe i.

Proceedings were opened by the President reading an application from the Captain of the Murlborough, asking that an enquiry be held, and also reporting how and where the steamer was lost. In his letter. the Captain also stated a Chinese pilot was in charge of the ship at the time, that this pilot had since disappeared, and that though diligent enquiries had been made for him at

there he could not be found The President then read the Governor's commission authorising the enquiry to be held, and then called on Captain Kunath to

Captain Max Kunath, sworn, said;

an a master mariner. I have been 16

give evidence.

years at sea. I possessed a certificate of competency as master, granted in Singapore : it was lost in the ship. I obtained it in May, 1881, and I joined a sailing yessel as master, and then the Marlborough in 1882: this was the first steamer I commanded. The Ma Worough was of 1175 tons. During the two years I was in command of her I traded between Java. the Straits and China: the most northern port being Amoy. The only paper saved was the chief mate's log; the official log was the cabin, and went down at once. I left Hollow on the 12th June, with two certificated officers, three engineers, the first and second only possessing certificates, 22 sai-I had a general cargo on board for Hongkong and Swatow. The ship was drawing 18 feet inches forward, and 20 feet 5in_aft. I left Hollow at 10 a.m., the weather being fine and clear. The chart I navigated with was the newest Admiralty chart for the Hainan Straits: it was lost in the ship. The ship register was taken away from me by the British Consul in Hoihow. I lay two miles off the nearest land at Hoillow. The chart I used was the same as that shown me. took a pilot on board at Hoihow at 8 a.m. on the day I left. The Commissioner of Customs and my Chinese agents, whose names I forget, sent him on board. not obliged to take a pilot, but everybody told me that it was very dangerous and all ships took a pilot. I kept no lead going. about a mile from Hainan Head. we reached this place, the pilot said would take charge here as this was the danperous part. I had the chart on the bridge. When we reached the Head the weather was squally over the land, and I could not see clearly. I at first intended myself to take the middle channel, but I was afraid I would lose sight of the marks and the pilot said he would take the Southern channel. I glowed him to do so. I had no lead going all this time. This was the lirst time.

to rush home and make immediate pre- I had been to Heihow. When the pilot | they were in or out of the water; so long parations for flight, without even calling by took charge a mile from Hainan Head, he as they were on the chart. The fact of

The President: - Did she not pay off at

Witness :- After a short time, she suddenly took a sheer to starboard of 8 points and we could not steady her. The engines were going about 9 knots, and the tide was running against us about 4 knots.

ship, and immediately afterwards she struck on the reef. (Witness after some deliberation and apparent besitancy marked the position on the chart, close to Halnan Head.) Did she go down at once i—She struck forward below on the starboard side, nearly amidships. I stopped the engines, shut the sluices and sounded the wells, and found 10 feet of water in the forehold. gave orders to lower the life boats. The star- lows :board life boats were launched, and one of the port boats. The port lifeboat could not be launched, as there was too heavy a list, official No. 76,485. of Singapore, 1175 the ship lying on her starboard beam. I sent | tons, was wrecked about 1.20 p.m. on the my Chinese passengers, about 120 in num- 12th June, 1884, on a reef off Hainan ber, on board some junks, which came up, Head (North extreme of the island o y means of the life boats.

When did you strike i-about 1.20 p.m. myself and all the crew remained on the master. Max Kunath. ship until 4.30, when we all landed at Hainan Head. I tried to return to the ship at | competency, No. 567 of Singapore, of Max six o'clock, when the tide turned, but the Kunath be suspended for one year from current was running too strong, and I this date. We recommend that Max had to return to the shore. I saw there Kunath he provided with a first mate's was no chance of getting the ship off as it certificate. had filled with water. We rigged up tenta for the crew and passengers, where we slept How is it you could not save these

papers !- The stern wont down at once. and at high water the ship was covered with water up to the foot of the main must. Sho was lying at an angle of about 30 degrees. I sent messengers to Hoihow to ask for boats to assist. No boats came. Next day. I sent my compradore, and on the third day some cargo boats came down, as well as a Chinese gunboat and six war junks, to protect the vessel. We bought some provisions and also saved some from the ship. Mr Wallace, the Consul the Commissioner of Customs, the Harbour Master and Mr Schomberg came down. forgot to say that immediately after the ship struck the Chinese came on board from junks, and looted the vessel.

How could they get to the ship? the tide was running too strong. -They could easily get to the ship during the flood tide, and the stern did not go down for two

How was it you could not save you papers if the storu did not go down for two hours ?-My cabin was right aft on the starboard side of the saloon, which is under the deck. The ship, immediately she struck. went on her starboard beam, and the starhours afterwards the whole stern scitled down and the ship righted herself. into the soloon as soon the ship struck, but I could not get into my own cabin as it was full of water. I saved some clothes which were floating about. Some of the locters wore captured by the men on board the war junks, from which a guard was sent to prevent the ship being looted.

The Chief Officer having been sworn said he joined the Marlborough. in Six gapore three years ago. He was on the forecastle of the steamer when she left Hollow on the 12th June. He remained on the forecastle until the anchor was secured, when he went on the bridge. chart before him like the one shown. There was a Chinese pilot on board, who looked like a man of 45 or 50 years of age. Just as the ship got to Hainan Head, witness was watching the steering-there were four men at the wheel-and he saw the pilot sign the helm to be ported. The ship did not pay off for some time : she did not steer well when deep. At last she answered sud denly, and came round to starboard. soon as witness saw the ship come round he told the men at the wheel to steady the helm, as he knew she was a bad steerer. The ship still paid off to starboard, and the pilot then told them to steady, and the ship same round about 14 to 2 points even then. The President :- How many points did

she come round altogether '-I can't say. The President :-- You don't know how many points she came round! Here are you the officer specially in charge of the steering, possessing a master's certificate and been at sea 11 years, and yet you can't sav how many points she paid off. How was the ship's head before

order to put the helin to nort was given Witness:—I don't remember. How long was it before the ship struck after the helm was put to port ?- About 15

You were close to the point when the helm was altered; it would not take you that time ?-Well, I am not able to say. Was any one easting the lead at the time?

Witness once came through Hainan

Strait before; that was in 1878, when he was master of the Danish steamer Hollow. When the steamer struck he was on deck She had been going along with her head steady about two minutes before she struck. She struck very violently. shock throwing her right on her starboard beam. She went up on the rocks bow first, and then canted, her stern going under water up to the dock. When the ship struck, orders were given to launch the life boats to save the passengers, and the engines were ordered to be stopped. Some of the passengers went to Hoihow in junks and others were put ashore. Some of the crew behaved very bad. lyn. Four of the crew launched the dingy aft and other four launched the small gig, and it was with great difficulty they were induced to come on board the ship again. These men were Malays. Witness saw there were rocks at the head; but he was paying more attention to the men at the wheel at the time than to the ship. The President to witness:—Do you mean

you who were a captain, who saw the shin passing so close to a danger, who knew the rocks were marked on the chart, and yet taking not the least notice of it. I can't understand how a man in your position could stand there and take no notice of it. It seems to me to be very strange, when you should take no notice of it. You could judge how far you were off the reef which you knew to be there, and you saw the rocks above the water.

The only other question asked the witness was as to where the second officer was at the time the ship struck. Witness replied that the second officer was at tiffin. The President then asked Captain Kunath f he had any other witness to call.

Captain Kunsth said there were the quartermasters who were at the belm. were four of them, and perhaps some of them might be able to say whether they saw snything or not. He did not see the rocks. The Pres dent :- But even it you could not see the rocks you knew they were there : they are on the chart.

Captain Kunath :- But the rocks were under water, and I thought those marked on the chart were further in.

ordered the helm to be ported. The vessel their being on the chart, notified you of the would not pay off, as there was a strong tide | danger, and it was your duty to steer clear

Captain Kunath :- But I saw some other rocks inside which I took to be the ones

The President :- The chart is a perfectly correct one, and you must not try to get out of your trouble, if you are in one, by saying the chart is an incorrect one. The What happened next?-We steadied the chart is a correct one; it was corrected only two years ago.

In answer to the President, the chief officer said when the pilot signed the order to port -the pilot did not speak-the captain and the pilot were standing on the starboard side of the bridge. This was all the evidence, and the Court was cleared. On reassembling, the President of the Court read the finding as fol-

. We find the British steamer Marlborough

Hainan.) We are of opinion that the loss of this The passengers were then taken on shore, ship is due to the careless mavigation of the

We hereby direct that the certificate of Given under our hands at Hongkong

this 15th day of July, 1884. Captain H. G. THOMSETT. Stipendiary Magistrate. GEORGE KEIGWIN. Navigating Lieut., R.N. THOMAS CLEGG, Masters of the

A. D. MACTAVISH, Mercantile SAMUEL BASON,) Marine.

THE E. AND A. COMPANY'S NEW STEAMER GUTHRIE

We have already published a very brief account of the Eastern and Australian Company's new steamer Gutheric. The Straits Times says she is a splendid steamer, constructed so as to combine the best massenger accommodation with the highest cargo capacity, and in order to effect this purpose she was built at Duxford yards at sunderland under the direct superintendence of her master, Captain R. Crair. who for many years occupied an important position in the Company's employ in Australian waters, and is conversant with and well known in the Far East. The result of his direct appervision is that the vessel was turned out from the dockyard in one of the quickest times known, and she presents an example of the successful comination of the qualities just named. Taking the saloou first, it is remarkably commodicus and cool, being replete with every convenience, and most tastefully fitted up. Pannelled in oak and teak, the valoon is furnished with punkaha worked by steam, a handsome sofa, revolving chairs of the atest pattern, and the usual minor accessories; it is comfortably carpetted, and all the fittings shine like silver, being of aluminium. In truth, the whole of the fittings and minor metalling of the ship from stemtostern are of aluminium, which, spart from utility, presents a very pleasing and offective appearance. The cabins are cool and provided with every convenience. indeed there is nothing left to be desired and some of the 'putions,' if we may be pardoned using an Americanism, are very ingenious and comfort-contributing. For instance, instead of the usual wash basin sticking out, and diminishing moving room. there is a simple arrangement whereby, the water-holder and basin can, after being used, be packed against the wall, and the pparatus then approximatesa double telepione box. Then there is a small hook ladder attachable to the upper berth, to obviate the disagreeable scrambling which passengers unused to sea have to resort to before reaching their resting place. The bathrooms are well appointed with necessary requisites. and the same can be said of the cook's room, pantry, and accessory apartments. which, like the other parts of the ship, have been constructed to meet the wants of a warm climate. The saloon part of the shin has accommodation for 36 passengers, and we may here remark special attention has been paid to the ladies cabine, which are exceedingly comfortable and elegant. On the poop the same attention has been bestowed on the arrangements, so as to effect the highest degree of comfort possible to be attained under the circumstances. Turning to the accommodation for second class passengers, of which the Guthrie can carry 24 in comfort, the arrangements are admirable, and will be thought highly of in Australia, especially by the digger, of hoc genus who bunk it out in the steerage Australian steamers have, generally speaking, wretched accommodation for steerage inssengers, who have to put un with the What kind of weather was it -Fine roughest of food and sleeping room. The weather, with squalls coming over the land. Gudhrie offers a pleasant contrast to the general steerage ordering of steamers in the Australian trade. The sleeping berthe are wide and provided with mattrasses and coverlets, while the ventilation is remark. ably good. Then there is a bathroom and out-offices attached, and judging from the elaborate cooking room, the food ought to be good. For Chinese passengers there is a special range, but the Guthric will not, in

> the bridge offers, is exceptionally favourable. The Captain and officers' rooms are on a par with the general character of the The following are the dimensions of the Suthrie - Length between perpendiculars 313 feet, breadth of beam 38 feet 3 inches depth of hold 23 feet 6 in. The engines. which are furnished by the builders, are of the latest type, and are very powerful, The figures are cylinder 40" and 78", stroke 48, home power 800. The result of the trial was a continuous speed of 12 knots per hour, and the average service speed is 11 knots, but when she has her aluminium propeller fitted on, which will be done here.

her speed will be, we are told, considerally

the face of present regulations, carry many

of these, at least in as far as concerns Oneone-

land ports. The upper bridge is flanked by

two light houses, which offer special facility

for attending to the lamps which are placed

therein, and the position for watch, which

The Guthrie can carry 3,000 tons of carro below deck, and, if required, over 500 tons on deck. She brings here 3,000 tons of coal for the Borneo Company, and effer cleaning she will leave for Hongkong at the beginning of next week. The E. & A. Company have obtained the mail contract for the South Australian Government, and undertake a monthly service between Port Darwin and Adelaide, calling, of course, at intermediate ports. Destined for the Australian and China trade, the Guthris will this trip run from Hongkong to Port Darwin, and thence to Adelaide, and will convey the South Australian Government. mails between these two latter points. To conclude, great attention has been

paid to the ventilating and sanitary arrange. ments throughout the vessel, and with her extensive carrying capacity and excellent nassenger accommodation, the Gutheric is pronounced to be the pride of the many vessels of the Company which have taken The President - Never mind whether their names from Forlarchics parishes.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, AND LONDON;

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N. B .- Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND OUTENTAL STEAM NAVIGATION COMPANY'S Steam-ship ROSETTA, Captain G. W. BRADY, with Her Majesty's Mails, will be despatched from this for LONDON direct, via SUEZ CANAL and usual Ports of Call, on THURSDAY, the 17th July, at 4 p.m.

Cargo will be received on board until 10 s.m. on the day of sailing. Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing. For further Particulars, regarding FREIGHT and PASSAGE, apply to the Penineular & Ohiental Stram Naviga-TION COMPANY'S Office, Hongkong. required to be declared prior to shipment. Shippers are particularly requested to

pany's Black Bills of Lading. N. B .- This Steamer takes Cargo and Passengers for MAISSILLES.

A. McINEB. Superintendent. Hongkong, July 7, 1884.

U. S. MAIL LINE.

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Europe. Freight will be received on board until 4 p.m. on the 22nd Instait. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same

Return Fare. These allowances do not amply

is required. Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector

of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

Hongkong, July 2, 1884.

F. E. FOSTER.

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS. STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ,

PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA

LONDON AND ANTWERP.

THURSDAY, the 24th July, 1884, at Noon, the Company's S. S. IRAQUADDY, Commandant PASQUALINI, with MAILS, PASSENGERS, SPECIE, rates. and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europu. Shipping Orders will be granted until

Noon of 23rd July, 1884. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 23rd July, 1884. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are re-For further particulars, apply at the Company's Office. I. MARTIN, Acting Agent.

Hongkong, July 11, 1884. NEWS FOR HOME.

The Overland China Mail.

(The oldest Mail Paper la China.) PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns-of closely printed matter.

THIS Mail Issue is chiefly compiled from the daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a full record of each fortnight's current history of events in China and Japan, confrom the journals published at the various Vessels in Harbour, at the usual Terms may receive the support necessary to insure ports in those Countries.

It contains Shipping news from Shanghai, Commercial Summary. Subscription, 50 cents per Copy (postage

paid 52 cents.) \$12 per annum (postage first class Lives up to £1000 on a Single paid \$12.50.) Orders should be sent to GEO. MURRAY Barn, China Mail Office, 2, Wyndham Street, not later than noon of the day the English Mail Steamer leaves. Terms of Advertising, same as in Daily

Intimations.

HEALTH

recovery from any aliment must be slow and uncertain while that condition continues. The Blood may be corrupted by the taint of Hereditary Scrofola, and the poisons of Mercurial and Contagious Diseases, and also by impurities implanted in it through excesses in livery and also be a second of the position of the purities implanted in it through excesses in livery and also be a second of the purities implanted in it through excesses in livery and also be a second of the purities implanted in it through excesses in livery and a second of the purities in planted in its through excesses in livery and the purities in planted in its properties. purities implanted in it through excesses in living, improper food, derangement of the digestive and assimilatory organs, and other causes. The first external evidences of such vitiation are Blackheads, Pimples, Sties, Eruptions, and Hoils. Yet more serious are the symptoms showing its internal effects in depression of the Spirits, Lassitude, Weariness without effort, Headaches, Dizzness, and enfective circulation. He warned in time?

Ayer's Sarsaparilla In the only medicine that will theroughly purify the blood. In millions of cases, during nearly forty years in which it has been the best hope of humanity suffering from vitiation of the life-enreat, it has effected cures beyond the power of any other remedy. Leading physicians know its composition from the most powerful alteratives, diureties, and tonics, and prescribe it in their provides.

their practice. TREPARED BY Dr. J. C. Ayer & Co., Lowell, Mass." Sold by all drugglets : Price \$1; air bettles for \$5.

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THE SYDNEY JOCKEY TURF CLUB'S MELBOURNE CUP CONSULTATION-1884.

MEMBERS £1 - - - - - - RACH. Melbourne, in November, 1884. Distribution as follows:

note the terms and conditions of the Com-First Horse £8,000: 10 Cash Prizes, £200 cach, £2,600 Third Horse.... 2,000 50 (divided) 1,500 (200) t Cash Prize... 2 (kmb Prizes 6 Cash Prizes £500 cach . . 3,000

THE SYDNEY JOCKEY TURI CLUB OVERLAND RAILWAYS, and received forthcoming Melbourne Cur of 1884, when about 1,450 Prizes will be awarded to the Giles, and Piton, -all well-known names, Fortunate Holders of the winning Numbers. ITHE U. S. Mail Steamship ATTY OF The Highest Prize being £8,000; and the NEB YORK will be despatched for Lowest £10. Less 15 per cent. for ex-San Francisco, via Yokohana, on WED- penses. Winning Numbers can be forward-NESDAY, the 23rd Instant, at 3 p.m., ed for payment or collection to the Manager taking Passengers and Freight for Japan, of any Bank, either in Sydney (N. S. Wales). for Melbourne (Victoriat). Drawing wil Through Bills of Lading issued for trans- take place under the Committee of Manageportation to Yokohama and other Japan mont, about four clear days before the Day Ports, to San Francisco, to Atlantic and of Race. Result Slips are forwarded to all Inland Cities of the United States, via Over- Subscribers. Any Subscriber can be preland Railways, to Havana, Trinidad, and sent at the drawing either in person or Demorara, and to ports in Mexico, Central by proxy, on making application to the and South America, by the Company's and Secretary in writing. Add 1/ for Reply and Result. Drufts or P. O. Orders to be Through Passage Tickets granted to made payable to James Wallace, Secretary,

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HOLME, RINGER & Co. Nagasaki, March, 1884.

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NOTICE. QUEEN FIRE INSURANCE COM "PANY.

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Hongkong, May 19, 1881. THE STRAITS INSURANCE COM-PANY, LIMITED.

FIGHE Undersigned having been appointed Agents for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current

ARNHOLD, KARBERG & Co. Hougkong, November 5, 1883. THE LONDON ASSURANCE.

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ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton. Hongkong, January 4, 1867.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY TENTH YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of "Notes and Queries on China and Japan," has reached its Twelfth Volume. The Review discusses those topics which are uppermost in the minds of students of the "Far East" and about which every intelligent person con-nected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc.,

. The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China etc., and to give critiques embodying sketches of the Most recent works on such topics. Authors and 1.450 Prizes. £50,000. 1,450 Prizes. Publishers are requested to forward works to "Editor, China Review, care of China

The Notes and Queries are still continued and form an important means of obtaining The Contents and Value of Packages are To be run on the Flomington Race Course, from and diffusing among students knowledge on obscure points. . The Correspondents' column also affords

> change of views and discussion of various Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers. Bog to inform the Sporting Public of China | Bitel Bretschneider, Hirth, and Hance, Prothat they have made arrangements for fessor Legge, and Messrs Balfour, Watters, holding a £50,000 Consumation on the Stont. Phillips, MacIntyre, Groot, Jamieson, Faber, Kopsch, Parker, Playfair,

of interest and value."—North-China Herald. "The China Review for September-October fully maintains the high standard of excellence which characterises that publiturn Passage Orders, available for one year, SLIP, at Nagasaki, and are prepared to ration, and altogether forms a very supply Tenders for the Docking, CLEANING, interesting and readable number. Me-PAINTING, &c., of VESSELS. The Engine | teorologists will find an interesting and to through fares from China and Japan to Works in connection with the Dockyard are valuable contribution by Dr. Fritsche, under the direction of experienced En- on "the Amount of Precipitation (Rain GINEEUS and possess all the necessary appli- and Snow) of Peking," showing the results ances for Repairs to Sairs and Machinery. of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation 645 of Formosa," by Mr. Geo. Phillips, contains much of it is second-hand. The Notices of New Books include a most generous and

appreciative review of "The Divine Classic of Nan-Hua," and the Notes and Queries are as usual very interesting."-North-China Daily News. "A substantial and reliable Review which all students of China and the Chinese would

"The November-December number of the China Review contains less variety than usual, but the few articles are very interes ting. The opening paper by Mr Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries. . . Mr E. H Parker's "Short Journeys in Szechuen are continued, and a goodly instalment of these travels in the interior of China Risks on First Class Godowns at given. Mr F. H. Balfour contributes paper of some length entitled "The Emperor Cheng, founder of the Chinese Em pire," which will be read with genuininterest by students of Chinese history A few short notices of New Books and number of Notes and Queries, one of which On Chinese Oaths in Western Bornes and Java" might appropriately have been placed under a separate heading, complete the number."-II.K. Daily Press.

Trubner's Oriental Record contains th following notice of the China Review: The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the Calcutta Review. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature. antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of inform-Agents for the above Corporation are stion, rendering some such channel of pub prepared to grant Insurances as follows:- licity as is now provided extremely desirable: and contributions of much interest may fairly be looked or from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body. among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors . . Some translations from Chinese novels and Policies issued for sums not exceeding plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions

NOW READY.

THE COMMERCIAL LAW AFFECT-ING CHINESE; with special reference to Partnership Registration and BANKBUPTCY LAWS IN HONGKONG.

Copies may be had at the China Mail Office, and at Messra. LANE, CRAWFORD & 100 Co.,-Price, 75 cents.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloong shore k., and those in the body of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

5. From P. and O. Co.'s Office to Peddar's Wharf. . From Green Island to the Gas Works. 6. From Peddar's Wharf to the Naval Yard. 2. From Gas Works to the P. and O. Co.'s Factory. 3. From P. and O. Co.'s Factory to the Harbour Master's Office. 7. From Naval Yard to the Pier. 4. From Harbour Master's to the P. and O. Co.'s Office. 8. From Pier to East Point.

	Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature,	Vessel's Name.	406.	Captain.	Flag Ri		Tons.	Date Arrive	of al.	Consignees or Agents.	Destination.	Remarks.
	Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc.,	Steamure	,		•	irii wa			7			
	of China, Japan, Mongolia, Tibet, and the	Amoy2		Potts	Brit.	str.				Siemssen & Co.	Saigon	m
ų.	Far East generally. Recently a new de-	Anton				atr.	1392					To-morrow 19th inst.
	parture has been taken, and the Review now gives papers on Trade, Commerce, and	Cairngorin				str.	1166			David Sassoon, Sons & Co. Adamson, Bell & Co.	Saigon	Apple Hilland
	Descriptive notes of Travel by well-known	Cheang Hock Kian 2				str.		July	14	Bun Hin Chan	Amoy	To-morrow
ı	writers. It was thought that by extending	City of New York5	k	Cobb	Amor						San Francisco, &c.	23rd inst.
١	the scope of the Raviero in this direction,	C. T. Hook3 Douglas	H	JAPTIS	Brit.	str.				Chos. Howard & Co.	Coast Ports	Ab'deen Dock
	the Magazine would be made more generally	Fame				str.	. 117	July		H.K. & W'poa Dock Co.		Tug Plying
	useful. The Review department receives special	Gonv. Generaals'Jacob	,	Besseling	Dutel					- 4		To-day
	attention, and endeavours are made to	Glenmavis8				str.		June		Siemssen & Co.		m .
ì	present a careful and concise record of	Greyhound Glucksburg 2	1 (Bortalaan	Brit.	str.	~			Adamson, Bell & Co. Bun Hin Chan	Hoihow, &c.	To-morrow To-morrow
	Literature on China etc., and to give critiques embodying sketches of the Most	Hainan	3 1	Woone	Brit.	atr.				H., C. & M. Sboat Co.	Swatow	10-11101104
	recent works on such topics. Authors and	Hoihow4	1.4	Clegg	Brit.	str.		July			Sydney, &c.	18th inst.
	Publishers are requested to forward works	Idani	34	Wallace	Brit.	etr.		Mar.		Captain	*****************	Cos'tan Dock
	to "Editor, China Review, care of China	Khedive				str.		July July		P. & O. S. N. Co. Arnhold, Karberg & Co.		K'loon Dock
	Mail Office." The Notes and Queries are still continued	4.5				str.				Douglas Steamship Co.		To-morrow
-	and form an important means of obtaining	Lennox		Scott	Brit.	str.		_ •		Jardine, Matheson & Co.		Cos'tan Dock
, [from and diffusing among students know-	Mary Austin	k k	Koch	BILL.	etr.		June		Alexander Lovy	**	100
	ledge on obscure voints.	Massaula	5 (Peterson	Ger.	str,		July		Siemssen & Co. Yuen Fat Hong		19th inst. K'loon Dock
	The Correspondents' column also affords farther and greater facilities for the inter-	Nam-vian	1	Garceau	Fch.	str.		480	- 1	A. R. Marty	Hoihow, &c.	To-morrow
	change of views and discussion of various	Veenn3	3 (Brown	Brit.	atr.	1096	July	2	Loo Wing	Saigon	17th inst.
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ndacious	double-screw iron frigate	6010	14	4330	Captain Pearson	Woosung
hampion	corvette	2380	14	2340	Captain A. T. Powlett	Amoy
leopatra	corvette	2300	14	2610	Captain H. N. Hippialey	Shanghai
ockchafer	gunboat	465	4	470	Lieut. Com. Robt. L. Grooms	Chefoo
uração	coxvette	2383	14	2540	Captain Anstruther	Shanghai
aring	composite sloop	940	4	920	Commander Lawrence Ching	Hongkong
ak (Tender to Flying	double-screw gunboat	860	3	340	In reserve	Hongkong
spoir [Fish]	gunboat	430	4	455	Commander E. H. Gamble	Shanghai
lyling Fish	sloup	940	4	840	Captain J. P. Maclear	Nagasaki -
lly	double-screw gun-vessel	640	4	490	Commander John Hope	Shanghai
oxhound	gunboat	450	4	470	Lieut. Commander McQuhae	On a cruise
innet	double-screw gun-vessel	767	5	1050	Commander Geo. W. Hill	Ningpo
Ierlin	gunboat	430	-		Commander R. B. C. Brenton	Foochow
lidge	double-screw gun-vessel	465	4	470	Commander Hothan	Tientsin
egasus	composite screw sloop	1130	6	970	Commander Bickford	Singapore
apphire	corvette	1370	12	2360	Captain J. R. T. Fullerton	Shanghai
wift	double-screw gun-vessel	704	5	1010	Commander Wm. Collins	Canton
wood	double-screw gumbout	360	3	340	LieutCom. Chas. I. Briggs	Hongkong
ictor Emanuel	receiving ship	3087	20	4 <u>4</u>	Commodore Morant	Hongkong
igilant	paddle despatch-vessel	835	2	1230	LieutCom. Maxwell	Shanghai
Vivern	turrst-ship	1800	64	1450	In reserve	Hongkong
lephyr .	gunboat	430	4	530	LieutCom. Chas. K. Hope	Singapore

Foreign Men-of-war on the China and Japan Station.

Name.	Flug and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Abreck	Daniel and and and	1004		300	Captain Schanz	Japan
	Russian aviso	1684		300		
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Bayard	French ironclad	6007	14		Commander Parrayon	Shanghai
Chateau Renaud	French gunboat	1200		-	Commander Boulineau	Hongkong
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D'Estaing	French cruiser	2236	15	- turns	Captain Cölombeaud	Shanghai
D. Estephania	Portuguese corvette	1400	7		Captain F. da Costa Cabral	Hongkong
Duguay Trouin	French cruiser	3700	14	3000	Captain Muret de Pagnac	Ou a cruise
Enterprise	U. S. corvette	1375	6	900	Commander A. S. Barker	Nagasaki
Ermak	Russian transport	1000	4	80	Captain Koltchau	Japan
Essex	U. S. corvette	1375	6	1200	Commander A. H. McCormack	Nagasaki
Gornostai		456	6	80	Commander O. W. Starck	Shanghai
	Russian gunboat	300		00	Commander Roustan	Shanghai
Hamelin	French cruiser	400		940		Foochow
Iltis	German gunboat	420	4	340	LieutCommander Rötger	
Juniata	U. S. corvette	. 828	8	900	Commander P. F. Harrington	Nagasaki
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Monocacy	. U. S. gunboat	1375	6	750	Commander F. J. Higginson	Shanghai
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Nerpa		400	7	80	Commander Valrondt	Vladivostock
Opritchnik	Russian gunboat		8		Captain B. Ivashintzoff	Chefoo
	Russian corvette	1400			Commander G. D. B. Glidden	Hongkong
Palos	U. S. gunboat	306	6	500		
Parceval	French gunboat			1 Tr	Commander Thousen	Shanghai
Prinz Adalbert	German corvette	3980	14	_	Captain Mensing	Nagasaki
Razbeinik	Russian corvetto	1352	12	· · · · · · · · · · · ·	Captain Hillebrand	Japan
Saone	French gunboat	1500		·	Commander W. Mouin	Hongkong
Skobeleff	Russian corvette	2100	14	•	Captain Blanodareff	Nagauski
Sobol	Russian gunboat	400	7	80	Commander Boyle	Japan
Stoach	German corvette	2030	18	2500	Captain von Nostitz	Nagasaki
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